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THE BICYCLING WORLD

FOUNDED
1877

and MOTORCYCLE REVIEW

which is incorporated "THE WHEEL" (New York) and the "AMERICAN CYCLIST" (Hartford)

New York, N. Y., U. S. A., Saturday, October 3, 1903.

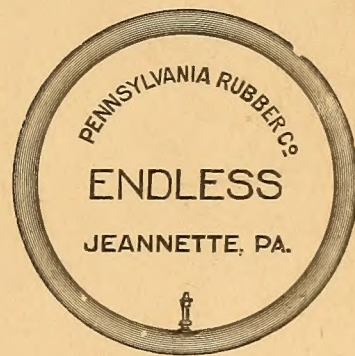
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"FOUND A NEW WAY,"

SAID THE COURT.

NEW WAYS.
NEW IMPROVEMENTS.

NO EVASION.
STRICTLY ORIGINAL.



Extract from decision rendered Jan. 22, 1903, by Judge Buffington, United States Circuit Court, in favor of Pennsylvania Rubber Company:

"... The Respondent has found a different mode of closure. ... Let a decree be drawn, dismissing the Bill."

Pennsylvania Inner Tubes and Double Tube Tires.

THE GREATEST SUCCESS ON THE MARKET.

PENNSYLVANIA RUBBER COMPANY, = Jeannette, Pa.

READING STANDARD

THE MAN. THE OPPORTUNITY. THE WHEEL.

At Charles River Park, Sept. 1, HARRY E. CALDWELL, on a

READING STANDARD RACER,

Established a New **WORLD'S RECORD** by riding
50 MILES within the **HOURL**.

MATERIAL—WORKMANSHIP—EASY RUNNING QUALITIES WILL TELL.

There was nothing 'special' about Caldwell's mount,
All **READING STANDARDS** possess the same qualities.

1904 MODELS NOW READY.

BETTER THAN EVER.

READING STANDARD CYCLE MFG. CO., Reading, Pa., U.S.A.

READING STANDARD

Bicycle Manufacturers

WHO BUILD THEIR WHEELS WITH

DIAMOND E SPOKES —AND— NIPPLES

ON EVERY SPOKE OF WHICH APPEARS THE FOLLOWING TRADE MARK:

TRADE  MARK

offer the assurance to riders of their bicycles that trouble from rusty spokes will be reduced to a minimum. This grade is plated by our new, special process known as "SPECIAL PLATE." Grades No. 2 and No. 6 are also plated by this process when required.

All grades and sizes of spokes and nipples for vehicles ranging in size from the lightest racing bicycle to the heaviest touring car are manufactured by

THE STANDARD SPOKE AND NIPPLE CO.

TORRINGTON, CONN.

**You
can
depend
on**



**There's
no juggling
with
their quality**



KOKOMO RUBBER CO.

KOKOMO, INDIANA

A LIST OF
TIRES
 for
Easy Riding
 and
Honest Wearing.

THE G & J ROAD TIRE

is made of a weight and strength which years of experience and study have shown to be correct for use under all ordinary conditions. It is the fastest, best to wear and easiest to repair of all road tires. It is made with two layers of strong Sea Island cotton fabric, of special open weave, and a substantial tread of rubber.

THE G & J HEAVY TREAD TIRE

is intended for use in sections of the country where the roads are flinty, or where there is unusual liability to punctures from cactus or thorns. It is made with the same amount of fabric as the Road Tire, and is not, therefore, more desirable for heavy-weight riders; but it is made with a much heavier tread of rubber than the Road Tire, which reduces the chances of puncture.

THE G & J TANDEM TIRE

is made with four layers of medium-weight fabric, and the tread of rubber is of the same thickness as that used in the Heavy Tread Tire. For tandem use, or for the single wheels of extremely heavy riders, we unqualifiedly recommend this tire as the best of all.

THE G & J RACING TIRE

is an extremely fast tire; for track work it can not be excelled. It is suitable for track work only, and is not guaranteed for general use, even upon good city pavements. Made with two layers of light-weight fabric and a very light tread, or surface, of rubber.

G & J TIRES

give satisfaction first, last, and all the time.

They ride well, wear well, look well, and make bicycling a pleasure.

If the best is none too good for your trade, it means good money for you to sell G & J tires.

G & J TIRE CO.

INDIANAPOLIS, IND.

New York Selling Agency, 81 Reade Street.

THE SEASON
 OF

1903

is closing with the superiority
 and popularity of the

RACYCLE

more clearly and emphatically
 apparent than ever before.
 Its sales were greater and, if
 such a thing was possible,
 the satisfaction given both
 agents and riders also was
 greater.

THERE ARE LOTS OF BICYCLES—
 ONLY ONE RACYCLE

“Nothing succeeds like suc-
 cess.” Are you tied to a
 really successful bicycle?

Miami Cycle & Mfg. Co.,
 MIDDLETOWN, OHIO.

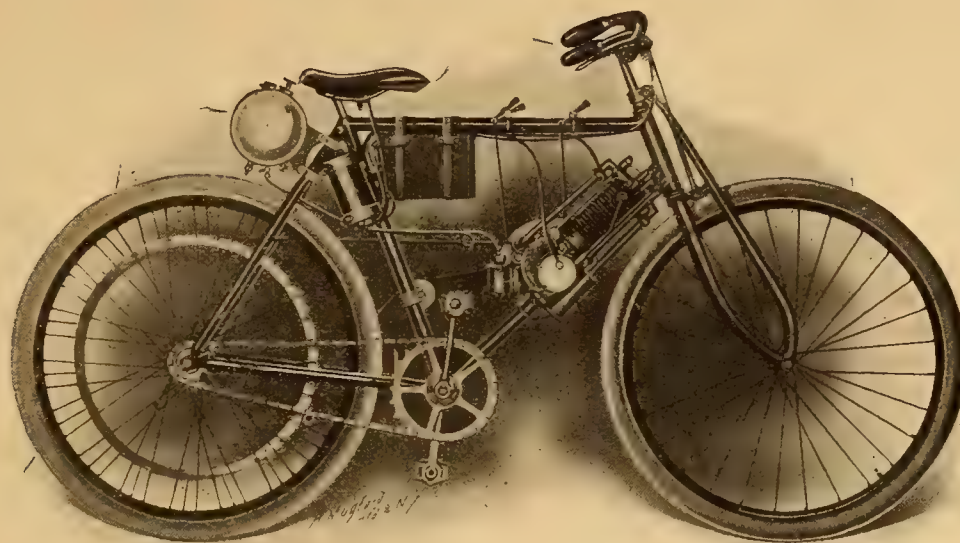
“He who Speaks Quickly receives
Double.”

THE OFFER OF A

Clement Motor Bicycle

AT \$135.00

will not remain open very much longer.



The motor bicycles are specially built and equipped for American roads.

NOTE THESE SPECIFICATIONS:

Frame —10 gauge seamless tubing, all joints reinforced; truss front forks.	Tires —G & J detachable;
steel rims.	Saddles —Persons motor seat.
Coaster Brake —A. B. C. or Corbin Duplex.	Batteries —Roche's Autogas.
float feed.	Coil —Splitdorf.
Casolene Capacity —100 miles.	Motor —Clement.
	Carburetter —Clement
	Weight , complete, 75 pounds.

If you know anything about motorcycle values, these specifications should secure your order at once. The offer will remain open for a limited period only.



GENEROUS DISCOUNTS TO AGENTS OF THE RIGHT SORT



IMMEDIATE DELIVERIES.

A. CLEMENT,

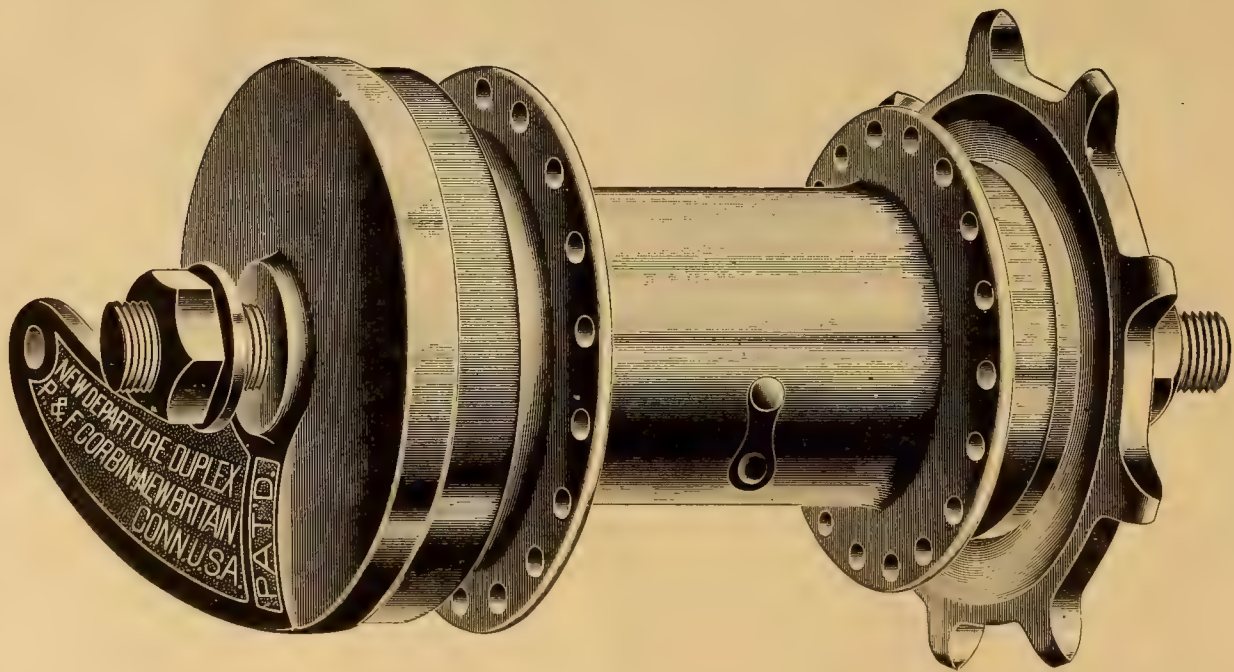
Motorcycles and Automobiles,
350 Sheldon Street, HARTFORD, CONN.

THE FIRST DUTY of a CITIZEN

is to "keep his nerves strong and his digestion in good working order."

The best way to do it is to ride a bicycle rationally and regularly. To get the greatest pleasure and physical and mental profit out of a bicycle is by increasing its safety and reducing its monotony; the best way to do this is to equip it with a Coaster Brake; the better the coaster brake the greater the safety, and the more satisfactory the pleasure and the profit—and the BEST coaster brake, as every well-informed man knows, is the

CORBIN DUPLIX



The Jobbers and Dealers who Preach the "CORBIN Doctrine" helps make Better Citizens, and Incidentally better their Own Condition.

CORBIN SCREW CORPORATION, New Britain, Conn.

The Bicycling World

AND MOTOCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVIII.

New York, U. S. A., Saturday, October 3, 1903.

No. 1

JOINED WITH JOBBERS

List of Manufacturers Who Have Subscribed to Detroit Plan Made Public.

The names of the manufacturers who have subscribed to the "Detroit plan," as outlined by the jobbers' organization, the National Cycle Trade Association, are now public property. The list in full is as follows:

The Admiral Lamp Co., C. K. Anderson, Julius Andrae & Sons Co., Eugene Arnstein, The Badger Brass Mfg. Co., Bevin Bros. Mfg. Co., Baldwin Chain & Mfg. Co., Barnes Tool Company, Berkey Spring Seat Post Co., Bridgeport Gun Implement Co., Brooklyn Lock Co., Buffalo Enamel & Stain Co., Buffalo Metal Goods Co., Buffalo Specialty Co., Bunker Saddle Co., Coe Mfg. Co., G. W. Cole Co., Continental Rubber Works, Corbin Screw Corporation, Cox & Spencer, Duckworth Chain & Mfg. Co., A. Dudley Mfg. Co., Davis Sewing Machine Co., Eclipse Machine Co., Eclipse Cement & Blacking Co., Federal Mfg. Co., Gleason-Peters Air Pump Co., B. F. Goodrich Co., Goshen Rubber Works, G & J Tire Co., Gray & Davis, N. N. Hill Brass Co., Hine-Watt Mfg. Co., India Rubber Co., International A. & V. Tire Co., Judd & Leland Mfg. Co., G. B. Johannat, the Kelly Handle Bar Co., Kokomo Rubber Co., P. Lowentraut Mfg. Co., Lefever Arms Co., Liberty Bell Co., Light Cycle Co., H. & F. Mesinger Mfg. Co., William P. Miller & Sons, Milwaukee Patent Puncture Proof Tire Co., Frank Mossberg Co., National Cement & Rubber Co., Nelson Mfg. Co., New Departure Mfg. Co., Noera Mfg. Co., Ossawan Mills Co., Persons Mfg. Co., the Parish & Bingham Co., Park City Mfg. Co., O. T. Packham Co., Pennsylvania Rubber Co., Reading Standard Cycle Mfg. Co., M. N. Robinson & Co., the Russ Rim Co., J. Harry Sager Co., Snell Cycle Fittings Co., the Standard Spoke & Nipple Co., J. N. Smith & Co., Tilly Pratt Co., Troxel Mfg. Co., Union Mfg. & Specialty Co., the Veeder Mfg. Co., Wall & Smith.

F. G. Byrd & Co., hardware and cycle jobbers, in Atlanta, Ga., have been succeeded by the Anderson Hardware Co.

Campbell Strikes out for Himself.

Don E. Campbell, of San Francisco, who has been in this part of the country for several weeks, and who while here was elected a vice-president of the Federation of American Motorcyclists, left for home yesterday to hang out his shingle as a jobber and distributing agent. He secured the coast agency for Persons saddles, the G. W. Cole Co.'s oil and specialties and several other desirable lines, and, being well known in the territory and a thoroughly likable man as well, should speedily be able to make himself a factor in the trade. For several years Campbell was connected with Leavitt & Bill's San Francisco house; he also is one of the active men in the California Cycle Board of Trade.

Wilson Elected President.

The India Rubber Co., New Brunswick, N. J., has completed its organization by the election of the following officers: J. C. Wilson, president; Charles A. Hunter, vice-president, and W. L. Wild, secretary-treasurer. The equipment of the factory with the most modern rubber working machinery obtainable is practically completed, and there is every assurance that a full line of tires will be coming through by December 1.

While the details of the business have kept President Wilson quite busy, he was not too busy to induce Miss Grace Loines Hall, of Hartford, Conn., to become Mrs. John C. Wilson. The wedding will occur in Hartford on Wednesday next, 7th inst.

Discontinues Bicycle Manufacture.

The Wisconsin Wheel Works, having merged into the Mitchell-Pierce Motor Co., Racine, Wis., have discontinued the manufacture of bicycles, and henceforth will be devoted to the production of motor bicycles and motor cars; its bicycle effects were disposed of to a concern in Indiana.

Goodrich Increases Capital.

The B. F. Goodrich Company, Akron, O., have increased their capital stock from \$3,000,000 to \$5,000,000. Previous to this action they declared a substantial dividend of 10 per cent. The concern has no bonded indebtedness, and the last known quotation on the stock was 209.

COPELAND SCORES AGAIN

Blocks Effort to Inject Expert Testimony in the Three-Cornered Coaster-Brake Fight.

The seemingly interminable interference suit involving the Copeland, Townsend and Robinson coaster brake patents was given another airing by the Patent Office authorities last month. Copeland, who stands for the Pope Manufacturing Company, had already scored repeatedly and been awarded priority, but, as the decision strikes at the very vitals of the Townsend patent, which means the New Departure coaster brake, the makers of the latter are in a close corner, and are fighting a desperate fight. They have several times sought to reopen the case on the plea of newly discovered evidence, and at the September hearing finally secured permission to present arguments to that end. The Pope interests, however, scored their usual point by defeating the effort to inject expert testimony into the suit.

The decision, as promulgated last week by Commissioner Allen, is as follows:

"This is a motion brought by Townsend to suspend proceedings in the above entitled interference and remand the same to the examiner of interferences to hear and determine a motion to reopen the interference for the purpose of introducing evidence which is alleged to be newly discovered.

"Decisions have been rendered in favor of Copeland on the question of priority by both the examiner of interferences and the examiners in chief

"The motion to suspend proceedings was brought July 3, 1903, after appeals had been taken by Robinson and by Townsend from the decision of the examiners in chief. There is no necessity for a suspension of proceedings, as there is now no limit of appeal running against any of the parties. The hearing on the appeal, however, has been continued pending the final determination of this motion.

"Motions to reopen and take further testimony should be heard and determined in the first instance by the examiner of interfer-

ences. (Bowen v. Bradley, 58 O. G., 386.)

"Without in any way expressing an opinion upon the merits of the motion to reopen, an examination of the same in connection with the exhibits and affidavits accompanying it warrants the conclusion that it has been brought in good faith and not for the purpose of delay. Under all the circumstances of the case, the motion to reopen is one that should be considered and determined on its merits. The motion to transmit this interference to the examiner of interferences for that purpose is granted.

"An affidavit has been filed in behalf of Townsend by one Freudenreich which is wholly expert in character.

"At the hearing a motion was made in behalf of Copeland to strike this affidavit from the record. It was argued that if the motion to reopen were granted the affidavit might form a basis for or necessitate the introduction of expert testimony.

"The motion to strike the affidavit of Freudenreich from the record is granted."

When Bicycles are Appreciated.

Threats of a street railway strike in Newark, N. J., last week caused a resurrection of discarded bicycles in that city, and the repair men reaped a harvest. Any old thing in the shape of a bicycle was dragged from the limbo to which it had been consigned, and if it revealed any possibility of future service it was subjected to the necessary rehabilitation.

It is estimated that during the day and evening of Thursday last week not less than one thousand bicycles were taken to the repair shops, and the repairers had to work overtime. Another thousand at the least calculation received a domestic overhauling in garret and cellar.

Various Kinds of Squeaks.

Almost invariably the presence of a squeak indicates a lack of lubrication. Two metals or one metal and one other substance may rub together, as with a crank and a frame tube, and cause a squeak, and a drop of oil will stop it temporarily, although in such case it is not a bearing and not in need of lubrication. The proper remedy is to stop the parts from touching. Usually, however, it is a dry bearing that gives the squeak, and then it is obvious what should be done.

Recent Incorporation.

South Bend, Ind.—The W. L. Casaday Mfg. Co., under Indiana laws, with \$9,000 capital; to manufacture engines, flue cleaners and bicycles. Directors—William L. Casaday, Oliver Casaday and George A. Cleveland.

Canadian Buyer Here.

J. Ernest Millen, of the John Millen Co., Montreal and Toronto, Canada, is in the city closing contracts for next year. His concern is probably the chief one remaining in the jobbing trade in the Dominion.

EXPORTS STILL SHRINKING

Returns for August Disclose a Loss of \$6000—Australia a Bright Spot.

The recovery of the export balance noted a month ago was short lived. The figures for August show a return to the losses which have marked the Treasury statements of shipment of cycles and parts for so many months. The loss is one of the smallest that has been recorded for some time, amounting to less than \$6,000.

A study of the figures reveals some interesting facts, as regards both gains and losses. Of the latter the most noteworthy reverses are found in the takings of Japan and British Africa, they showing losses of no less than \$15,000 and \$10,000, respectively. The United Kingdom shows a falling off in values to the extent of \$6,000, while British North America dropped \$5,000, China \$3,500 and "Other Asia" \$3,000. The shrinkage in British Africa's purchases left that country's figures standing at practically zero, a beggarly \$737 worth succeeding the \$10,552 of August, 1902. Japan, on the other hand, suffered only by comparison. The purchases for the month reached the very respectable figure of \$32,292.

The startling figures on the other side of the ledger are found in the purchases of British Australasia. They jumped by no less an amount than \$21,000—from \$16,885 to \$37,204, being the best purchases of all. The Netherlands and "Other Europe" also did well, increasing their takings by \$8,000 and \$7,000, respectively, while Belgium made a gain of \$2,000.

The exports in detail for the month and eight months, respectively, are as follows for the corresponding periods:

Exported to	August—		Eight months ending August—		
	1902 Values.	Values. 1903	Values. 1901	Values. 1902	Values. 1903
United Kingdom.....	\$18,100	\$12,097	\$383,369	\$326,173	195,471
Belgium	767	2,867	26,527	39,336	39,087
France	6,745	2,955	170,684	153,426	100,253
Germany	4,893	5,327	170,356	233,306	115,889
Italy	4,192	4,911	39,452	55,467	38,975
Netherlands	4,537	12,752	116,331	121,947	83,949
Other Europe.....	2,940	9,836	237,794	249,015	144,771
British North America.....	11,679	6,177	269,393	145,163	133,338
Central American States and British Honduras.....	131	129	3,734	2,133	1,964
Mexico	1,941	3,333	16,636	18,320	40,349
Cuba	1,113	1,876	8,243	9,390	10,778
Other West Indies and Bermuda..	3,704	2,189	35,647	34,907	22,638
Argentina	396	265	4,762	5,689	8,575
Brazil	412	1,091	4,428	4,046	5,941
Colombia .....	.....	68	575	740	548
Venezuela	2	29	1,306	309	170
Other South America.....	1,724	1,794	18,799	13,783	12,699
Chinese Empire.....	4,030	647	42,831	22,988	13,551
British East Indies.....	2,391	2,970	38,720	37,440	18,114
Hongkong	378	1,100	2,813	4,297	4,481
Japan	47,779	32,292	173,932	270,024	276,487
British Australasia.....	16,885	37,204	126,292	144,397	216,483
Philippine Islands.....	150	664	26,230	11,726	19,724
Other Asia and Oceania.....	5,501	2,765	14,743	19,500	21,623
British Africa.....	10,522	737	47,599	68,179	37,991
All other Africa.....	1,302	259	5,441	5,766	4,332
Other countries.....	.....	.....	282	12	63
Total	\$152,214	\$146,334	\$1,986,919	\$1,997,479	\$1,568,244

Death of "Big Joe" Grimes.

It seems almost the perversity of fate that "Big Joe" Grimes should meet his death as the result of the collapse of a cab in which he was riding, after safely using a light bicycle for several years. During the "craze" period of cycling Grimes, who then weighed more than six hundred pounds, was employed by H. A. Lozier & Co., to exploit the Cleveland bicycle, and at all cycle shows and other gatherings was naturally a conspicuous figure. After ceasing to cycle his weight ran up to 754 pounds, and he joined a circus as one of its "freaks." Recently while riding in a cab the floor gave way under his great weight, and from the effects of the accident he died last week at his home in Cincinnati.

Believes in Bicycles for Army Use.

Major General Sir Frederick Maurice, K. C. B., of the British Army, who has been appointed official historian of the late war in South Africa, is a strong advocate of the use of cyclists on the field, and has worked out a comprehensive scheme in this connection, the idea being to place bodies of a few hundred cyclists under competent officers on every road leading to the point of disembarkation seized by the enemy. These would clear the zone in front of the enemy of supplies, place obstruction on the roads, push scouts well to the front, while supporting bodies would hold positions commanding the roads and railways whence come the defenders' supplies.

Absorbs Rival House.

Harris, Flippen & Co., jobber of sporting goods and cycle supplies, in Richmond, Va., have purchased the stock and good will of T. W. Trignor's Sons.

CONDITIONS IN JAPAN

Importer Sumi Arrives and Explains the Muddled Trademark Situation.

R. Sumi, the well known bicycle importer of Osaka, Japan, reached New York this week, coming by way of London. He states that cycling interest in the Empire is still increasing, but that business this year fell short of last season's record mainly because of the poor rice crop. An abundant harvest is now in sight, however, and he expects 1904 to prove a banner year.

Mr. Sumi, who maintains two branch stores and a corps of seventysix agents, makes the Racycle his leader. He also handles the Johnson and the Rudge-Withworth, the latter, of course, of British manufacture. The Racycle, he said, had given splendid satisfaction, the demand being for the \$60 model; it is of such large proportions that he is bringing over one of his men who will be stationed at the Racycle factory in Middletown, Ohio, to look after his shipments. He admits that not all the American bicycles which he handles are in the Racycle class, nor do the manufacturers give him Racycle attention. Although the particular bicycles of which he spoke had repeatedly broken in the same place, no notice had been paid to his protests. The coaster brake, Sumi says, has not yet attained popularity in Japan, and he questions the future of the motor bicycle because of the narrowness of the Empire's roads.

Mr. Sumi's visit is opportune because he is able to throw light on the muddled patent situation which exists in his country, to which reference was made in last week's *Bicycling World*. Information received after the publication of that issue stated that Sumi himself was most industrious in securing patents or trade marks on goods for which he had not the agency, his object being, according to this informant, to either prevent the sale of the goods in Japan or to compel the manufacturers affected to pay him a price for the transfer of the trade marks.

The trade names which he was said to have pre-empted are as follows: The Dunlop Tire Company, Morgan & Wright, of Chicago; Ne Departure Bell Company, Twentieth Century Manufacturing Company, G. & J. Tire Company, Hartford Tire Company, U. S. Wrenches, "Standard" Bells (Liberty Bell Company), "Queen" lamps, "Centaur" bicycles, "Orient" bicycles, "Iver-Johnson" bicycles, "Racycle" bicycles, "Ivanhoe" bicycles, "Elkhart" bicycles.

It was further alleged that Sumi was notifying dealers throughout Japan that he owned the right to goods bearing these names, and threatening to prosecute all who infringed this right.

When questioned about these several state-

ments, Sumi admitted that he had secured the right to the fifteen names previously specified. The Japanese patent law requires that foreigners shall have a resident agent before a trademark is granted; the agent need not necessarily sell the goods, but he is necessary for the protection of the trademark.

Sumi states that he obtained the Racycle and Johnson trademarks as their agent and with the consent of those makers; the others he took out for his own protection. Although the law gives him the right, he denied emphatically that he had issued any threats or endeavored to stop the sale of the goods involved; he says other dealers are selling them as freely as himself. He also denied that his object in securing the trademarks was to extort money from the manufacturers, and said that such reports did him great injustice; he asked specially that his denials be made public.

Sumi places the responsibility for the state of affairs on Andrews & George, of Yokohama, for whom at one time he was an agent. The Yokohama house, he said, started proceedings quietly by applying for and securing the right to the name "Pierce bicycles," for which Ishikawa & Co., a rival firm, had the Japanese agency, and to build up which name they had spend much money. As a result of the action of Andrews & George, the Pierce agents are now obliged to sell the bicycles without name plates.

"I feel very sorry for Ishikawa & Co.," naively remarked Mr. Sumi, in telling the story.

Next, he said, the Yokohama men seized on the name Liberty Bell Company, whose agency Sumi had secured for a term of years. As a counter move Sumi promptly trademarked the name "Standard Bells," and, as he says, to protect himself further, he also obtained the right to the use of the names of every other article which he sold or desired to sell.

Asked if he purposed visiting the several American concerns affected by his action, Sumi stated that he had no such intention, unless they desired to see him. Asked further, if they professed willingness to pay the costs required to obtain their respective trademarks, he would transfer the right to them at that figure he replied that he was not prepared to say. But he asked again that it be made known that he was not prosecuting, nor had he threatened to prosecute, any one, or endeavored to in any way interfere with the general sale of the goods, despite his legal right to do so.

"It is a mistake," he said, in the undemonstrative manner characteristic of him.

To read his face at any time is impossible. It is absolutely and unvaryingly placid, even under fire of the most pointed questioning.

The Retail Record.

Tampa, Fla.—Ned F. Place; new store.

Louisville, Ky.—Ben F. Vogt & Co.; sold out to the Jones & Miller Hardware Co., Inc.

DEALERS AND PAWNBROKERS

Fight on in Worcester to Resist Payment for the Recovery of Stolen Bicycles.

Bicycle dealers in Worcester, Mass., have begun a war upon certain methods of the local pawnbrokers, the outcome of which will be of general interest, inasmuch as others than bicycle dealers suffer from these methods. Charles S. Hurst is the man who has inaugurated the war, and other dealers have offered to assist him financially.

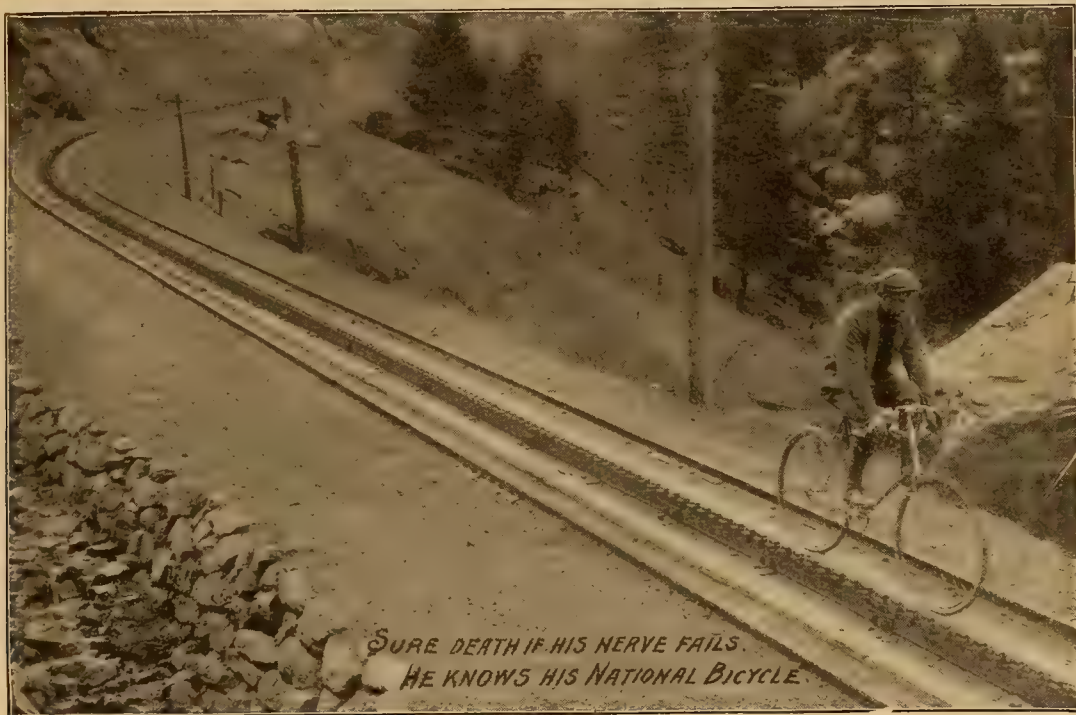
The matter at issue relates to the pawning of a bicycle which Hurst sold on the installment plan to a young man, who paid \$5 down. It was pawned at the shop of Max Friedman, where Hurst found it when the failure of the purchaser to make further payments led to a search for it. As Friedman declined to surrender the bicycle, Hurst complained to the police, and Inspector Arthur Roach accompanied him to the pawnshop, where he identified the bicycle, which Friedman then was willing to give up providing Hurst made good the loan advanced on it. This Hurst refused to do, and he has engaged Webster & Merriam to bring suit for the recovery of his property. This will cost more than was demanded for the property, but he is fighting for a principle, and the other dealers volunteered financial assistance because of their desire to establish a precedent.

The bicycle dealers claim pawnbrokers do not use the slightest discretion in accepting stolen articles. It is alleged that Friedman could have found out by a little questioning enough to satisfy him that the man had no right to pawn the wheel. In the majority of such instances the owner is advised by the police to settle with the pawnbroker as the easiest way out of the difficulty. He is told he can recover his property by an action at law, but such action will cost more than the amount which the pawnbroker demands. As a rule, the owner then settles, and the matter is straightened out.

The police are not given credit for impartial advice in the matter. They are credited with a desire to protect the pawnbroker in recompense for tips which they receive from the pawnbrokers, in cases they are working up. They work together. The pawnbroker accepts anything that is offered, even though he may feel certain the article has been stolen, as he knows the police will advise the owner to repay the pawnbroker as the easiest way out of the difficulty. Thus the pawnbroker gets what he asks, and he usually asks a bit more what he paid out, so that he may have a little interest on his money. In return, the pawnbroker tips the police in regard to every suspect, and the police get credit for the exercise of good judgment when they are simply errand boys, directed to the right place or person by the pawnbroker.

The bicycle dealers say they are willing to subscribe enough to carry the action Mr. Hurst intends bringing to the Supreme Court for a decision that will forever settle their rights in such cases.

NATIONAL BICYCLES



*SURE DEATH IF HIS NERVE FAILS.
HE KNOWS HIS NATIONAL BICYCLE.*

are built
for all kinds
of service.

They are
ridden
everywhere.

National Cycle Manufacturing Co., Bay City, Mich., U. S. A., MAKERS

A GOOD INVESTMENT

THE PURCHASE OF

FISK TIRES

FOR YOUR BICYCLE.

Security, Comfort and Satisfaction Guaranteed.

FISK RUBBER COMPANY, - Chicopee Falls, Mass.

BRANCHES:

BOSTON,
604 Atlantic Ave.

SPRINGFIELD,
40 Dwight St.

NEW YORK,
83 Chambers St.

PHILADELPHIA,
916 Arch St.

CHICAGO,
52 State St.

SYRACUSE,
423 So. Clinton St.

BUFFALO,
28 W. Genesee St.

DETROIT,
254 Jefferson Ave.

SAN FRANCISCO,
114 Second St.

THE BICYCLING WORLD

FOUNDED 1877
and MOTORCYCLE REVIEW

In which is Incorporated
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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, OCTOBER 3, 1903.

On Monday next the office of the Goodman Co., will be removed from the present location, rooms 123-124 Tribune Building to rooms 94, 95 and 96 in the same building.

Block This Grab!

The time has come again when cyclists must cling together and fight for their simple rights. It was thought that such a time never would come again, but it is here, and the call for organized action sounds loud and clear.

The shrinkage in the amount of riding in the big cities has been exaggerated by the daily press, and to the mind of unobserving politicians cycling is practically non est, and cyclists are a portion of the community who are no longer entitled to consideration. These politicians and officials do not see that there are thousands who are still riding for pleasure and other thousands who depend upon the bicycle for transportation between their home and place of work. In New York City in particular, the officials do

not appreciate that the torn up and trolley ridden condition of the streets has been responsible for a great falling off of the bicycle travel. Because there is not as much cycling as there was a few years ago they think there is very little. They do not realize that there the bicycle traffic is really great and that its present volume is a normal one, which has been reached through the subsidence of a fad. They do not realize that the truly great volume of traffic that now exists is one that will, because of being normal, remain constant and increase with the growth of the population.

In this blindness to the facts a series of blows are being aimed at cycling interests in and about New York City that are startling. First, the Brooklyn Park Commissioner builds a new entrance way to Prospect Park, very convenient to himself, and to this convenience calmly sacrifices the bicycle path used by thousands. Next he advocates the conversion of the cycle path of a parkway into a special road for automobiles. These matters are discussed elsewhere in this issue. On top of these moves comes another still more serious—a proposition to actually eliminate the cycle paths over the new East River Bridge, and use the room they occupy for a moving platform.

It is amazing to reflect upon what can be in the minds of the men who propose such things. It is astounding to think of their being so shortsighted. In all New York State there not registered eight thousand automobilists, and there are more than twenty times as many bicyclists. There are more bicyclists in New York City alone than there are automobilists in the entire State.

The cycle path on the new East River bridge has long been a cherished thought with cyclists, who have looked forward eagerly to the day when the bridge would be completed and they could use it. The traffic conditions on the present bridge between New York and Brooklyn are such as to be practically prohibitive of bicycle riding on it. For years efforts have been made to get a cycle path across it, and the idea was abandoned only because it was impracticable. There is abundant reason to believe that if there were safe and comfortable cycle paths on the structure they would be used by thousands—by more persons than now use the promenade.

There are thousands of working men and women who would welcome the opportunity to wheel to and from their place of business and save carefare besides getting healthful exercise. There is no reason to doubt but

what within a year after their completion the cycle paths on the new bridges would be used by thousands of working people, to say nothing of the revival they would cause in pleasure riding that has been seriously affected by the impossibility of crossing the river comfortably and at will.

And now when the thousands in the city who cycle, and to the other thousands who would do so if it were convenient, are about to stretch forth and receive this great boon of cycle paths on the bridge, it is proposed to snatch it away from them for the benefit of a traction corporation.

It is an outrageous blow at the individual rights of the community, because the use of the bicycle as a means of individual transportation is now almost as common as the use of legs for walking. Nearly every one cycles some time or another. The paths provided for them, where necessary, should be as carefully preserved as the sidewalks of the roadways.

It would be scarcely any more outrageous for the Rapid Transit Commission to propose to take the pedestrian paths of the new bridge and turn them over to some traction company. The promenade will probably be less used than the cycle paths. The cycle paths offer an avenue for individual rapid transit which the commissioners should have sufficient breadth of mind to respect, and if they do not do so voluntarily they should be compelled to do so.

This is a time for cyclists to rouse themselves for action. There never was a time, even when wheelmen had to fight for a right to use the highway, when the call for organized protest was more urgent.

Fortunately the cyclists will not have to first be organized. They are organized now. Their organizations have been allowed to grow slack, and they have dwindled because of the lack of opportunity for action. At ease in the belief that all the reasonable rights they have fought for had been obtained and would be respected, the cycling organizations have been somnolent.

This is a bugle note to rouse them.

The sleepy condition of the cycling bodies has encouraged trespass and seizure.

The situation that has evolved is one that offers the needed stimulation to cycling and cyclists generally. It should serve as a rallying cause, a reason for gathering in the loose threads of organization and for putting on the rusted armor of conflict in which such glorious battles have been won in the past.

Every cyclist in Greater New York should now answer the question:

"Are you interested in the preservation of a cycle path across the new East River Bridge, from Broadway, Brooklyn, to Grand street, New York?"

If he is interested, let him renew his club affiliations and rouse his fellows to determined action.

Let all cyclists get together now, and let the cycling clubs and other bodies make one great memorable protest that will remove the blinding bandages over the eyes of those who think that cyclists are all dead.

Finish Not Faultless.

In one particular it is doubtful whether the bicycle of to-day has been improved over its predecessor of a few years ago. We refer to the matter of finish.

It is quite true that there is less complaint of bad nickelling and enamelling than was heard at the time of and prior to the boom. But that is due partly, if not wholly, to two causes: First, the cyclist of to-day does not "kick" with the strenuousness of a few years ago, nor, indeed, take the interest in details that he formerly did. No inconsiderable amount of slackness in finish might, therefore, be apparent without his making the welkin ring with his complaints. In the second place, the average cycle is not used—abused would, perhaps, be a better term—as it once was. It is not ridden in all sorts and conditions of weather, and left standing in damp places or with mud and water on it, and if there has been little or no increase in the care bestowed upon it, neither has it been neglected as was once the case. Consequently indifferent nickelling retains its lustre longer than of yore, and bad nickelling preserves a fair appearance long after all the "shine" would have disappeared under the conditions of auld lang syne.

On the other hand, it is probably true that finishing methods have undergone an improvement. The art of applying nickel and enamel has advanced. Given carte blanche, skilled workmen can turn out better and more lasting work than would have been possible half a dozen years ago, and it is here that room for improvement exists.

As the promised betterment of machines takes place finish is one of the items that will receive attention. Enamel that will not chip or lose its gloss, nickel that will never rust or dull—that is what the high class wheel of the future will possess.

Remember Richard Young!

There is a situation just now in Brooklyn which calls upon the cyclists of Greater New York to assert themselves.

Although his error in ruining the cycle path for the greater convenience of himself and a very few others has been pointed out to him, Park Commissioner Richard Young declines to correct his mistake.

Repeatedly in the past cyclists have made it known that they are voters and have memories. They have made this known when some candidate who offended them was put up, when some administration has shown disregard of their rights, and again they have shown their appreciation and loyalty to those in politics who have befriended them. They have been known to mark a man as friend or foe, and remember him years later when he had forgotten.

Park Commissioner Richard Young represents a party looking for re-election. Park Commissioner Richard Young is said to have aspirations for Congress, or other political preferment beyond his present post. Park Commissioner Young does not care about a few thousand wheelmen. Their comfort and pleasure he does not choose to consider in the balance against his own convenience. He treats them with contempt.

Park Commissioner Richard Young seems to be willing to go out of his way in order to show how contemptuously he regards cyclists, and to express his opinion that there are not enough of them to deserve consideration. Besides blocking their path past his private gateway to Prospect Park, he has suggested that the cycle path mapped out in the plans for the improvement of the Shore Drive be dispensed with and a special way for automobiles substituted, so that the automobiles will be out of the way of the horsemen, of which Richard Young is one. This is interesting as showing how the Young idea is shooting.

Park Commissioner Richard Young in his contempt for a few thousand wheelmen will probably be indifferent as to how they vote.

Park Commissioner Richard Young, in this light, is a man apt to be remembered by cyclists. He should be well remembered—the name is Richard Young.

A little well directed political activity by a few thousand persons goes a great way. It goes further toward the undoing of a man that it does when favor is sought. From the keen interest being taken in this matter of the cycle path it seems as though the few determined persons willing to put forth

a little political activity would not be hard to find.

It is well in these days when cyclists do not make such a splurge as formerly, for politicians and the public to be reminded occasionally that there still are thousands of cyclists who are citizens with a right to recognition, and are citizens who know how to scratch a ballot, or bolt their ticket when imposed upon.

Enforce the Lamp Law.

That in many places lamp ordinances are passing—nay, have passed—into innocuous desuetude is well known. With the great falling off in the number of riders, and particularly of those who rode after nightfall, there came a relaxation of the watch maintained by the police. Where it was formerly a foolhardy proceeding to venture forth in any town having a lamp ordinance—and that meant practically all towns—without a lighted lamp, it has now become the most natural thing to do. No policeman thinks of even warning lightless riders, much less of arresting them. As soon as wheelmen found this out they began to divest themselves of lamps, until to-day the lamp laws are more honored in the breach than in the observance, even in cities like New York.

At Hartford, Conn., recently a Courant reporter undertook to test the matter of the alleged remissness of wheelmen and the indifference and inactivity of the guardians of the peace. Standing on the corner of Main and Pearl streets from 8 until 9 o'clock, he found that out of 347 wheelmen who went by just twenty-nine, or 8 per cent, were law-abiding, inasmuch as they carried lighted lamps as prescribed by a Connecticut statute. That the law is a dead failure is the Courant's natural conclusion, and it calls attention to the purpose of the enactment, viz, to prevent accidents, by requiring all rubber tired vehicles to be equipped with lights in order that their approach should be heralded by visual means in the absence of auricular ones.

The point is, of course, well taken. If lamp ordinances are necessary, as is scarcely to be denied, and do exist, they should be enforced. To neglect to enforce them nine-tenths of the time, as is often done, and then make up for lost time by "rounding up" cyclists, is illogical as well as indefensible. The law should be enforced, strictly and without favor, not only as applying to bicycles, but to all other rubber tired vehicles.



Dr. W. H. Kellogg who won the 5 mile handicap at
Del Monte Cal. Aug. 10.

Perhaps you have Noticed

How the little ORIENT Buckboard is winning FIRST PRIZES in the various races all over the country. In fact, the reports of races won have been coming to us so fast lately that it is difficult to announce them all. Does it not seem strange, to say the least, to see this little machine, costing only \$375, doing up a field of the best American cars, like that at Baltimore, Sept. 8th, as described below.

(*Baltimore American, Sept 8th.*)

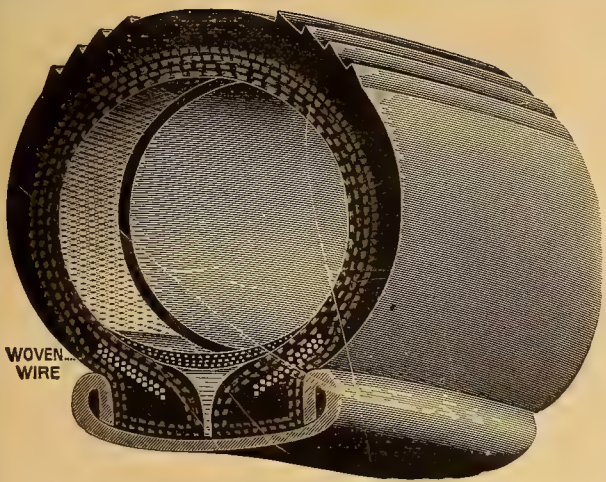
HOWARD GILL'S AUTO HONORS.

In the automobile events Howard Gill was the hero of the day, winning both the steam and the gasoline events, and in the latter race won out from a big field of six starters, and not only won, but lapped the entire lot of contestants. In this event started Mr. Stanley Zell, 20 horse power Winton; J. Henry Miller, 12 horse power Duryea; Orrie Gooden, Stanley; Thomas Goodwin, Fordmobile, and Howard Gill, Buckboard. This event was the five mile free-for-all, and made a great race, breaking all the former track records in this state for this distance, the distance being negotiated in 10 minutes 13 2-5 seconds.

In this race Mr. Gill quickly jumped to the front and was never headed, the interest being centered after the second mile in seeing how far he could gain on the field, and the great race the other contestants, who were closely bunched, were making. In the seventh round the Buckboard lapped the entire field, the one race really resulting in two, as long after Mr. Gill finished the other drivers were making a game fight for first place in the second bunch.

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A bicycle for men—and for women—who desire to be proud of their mounts; and for dealers who desire permanent profits and easy consciences.

KIRK MFG. COMPANY,
Toledo, Ohio.

YOUNG'S PRIVATE GATE

Count on Sunday Proves Him [to be the Only Equestrian Using It.

"Wid de goods on 'im," is about the way Bill Devery would probably describe the predicament in which Park Commissioner Richard Young of Brooklyn found himself on Monday last.

A few of the indignant cyclists of New-York and Brooklyn set out on last Sunday to show by an actual count that the new side door to Prospect Park, built by Commissioner Young on the Ocean avenue side of the park, with curbstones erected to compel riders on the cycle path to dismount there, is really an entranceway for the benefit of the few and against the interests of the majority. The effort was successful.

Alex Schwabach and a few others stationed themselves last Sunday at this new entranceway, which has come to be known as "Young's Private Gate," and between 8:30 and 11:40 a. m. it was found that 280 bicyclists were compelled to dismount at the gateway, while the entrance was used by just four pedestrians, one horse drawn vehicle and a man on horseback, the last being Commissioner Young himself. In the afternoon, between 3 and 4 o'clock, 165 cyclists used the path past the entrance, all having to dismount, while just eight vehicles went into the park through the gateway, four of them being connected with a funeral procession.

It was noted that the day was a cloudy one and there had been a heavy shower in the morning, which made the roads wet enough to deter cyclists from riding, but not enough to keep horsemen at home. Under these circumstances the count did not reveal the iniquitous discrimination against the many for the pleasure of the few in its worst light. It was a sufficient showing, however, to stir those who made the count to deeper indignation than ever against the rude breaking up of the cycle path enjoyed by so many for years.

More of Young's Antagonism.

A new phase of the antagonism of Park Commissioner Richard Young of Kings and Queens Counties, New York, toward bicycling and bicyclists came to light during the week. The plans for the improvement of the Shore Drive, in Brooklyn, specify a wide roadway and a bicycle path. Commissioner Young has gone before the Board of Estimate asking for appropriations for the carrying out of this and other improvements, and, while doing so, stated that he proposed to do away with the bicycle path and substitute a special roadway for automobiles, so that the motor vehicles will be kept out of the way of the horsemen. The Commissioner is an active horseman. The Commissioner's ideas did not meet with the approval of Con-

troller Grout nor of Elijah R. Kennedy, a former Park Commissioner, who is largely responsible for the original plans of improvement. The wheelmen of Brooklyn will ask for a public hearing on this and some other of Commissioner Young's ideas about cycle paths.

Most Novel Motorcycle Contest.

A 100-mile non-stop contest was held last month by the Motorcycling Club of London, open to motorcycles with extra passenger attachments. There were ten starters, five of whom completed the distance without stopping.

The contest was open to all motorcycles carrying two passengers, whether they were tandems or fitted with trailers, before or side carriages. It was stipulated that the extra passenger in all cases be a lady. The ten contestants comprised one tandem bicycle, two tandem tricycles, four bicycles with trailers, two bicycles with fore-carriages, and one bicycle with side-carriage. The route was 25 miles out and back from Godstom, 22 miles from London, the course being covered twice, with a luncheon stop between. A number of stiff hills had to be climbed, and the roads were poor in places, being made worse by heavy showers at intervals.

Trifling accidents put some of the machines out of the running, as a stop from any cause was fatal. A broken belt, a cracked spark plug, the snapping of a wire and the breaking of a trailer joint made up this list. A fifth contestant stopped at 50 miles for some unknown reason, but the remaining five completed the century without difficulty. Four of them exceeded the speed limit, however, in spite of being obliged to resort to pedalling up some of the steepest hills.

How Wray Lost His Motorcycle.

Down on Long Island they have great faith in the honesty of mankind. It being the custom of the locality, W. A. Wray, the Bay Shore motorcyclist, stored his 4 horsepower Orient on the porch of his residence. He had kept it there throughout the long summer nights, and invariably has found it safe the next morning—that is, until Friday morning last. Then it was missing from its accustomed place, and it is still missing. The police of New York and the metropolitan district have been notified to look for it. It is Orient No. 410, and is distinguished by the attachment of an extra seat, which may, however, have been removed by the thief.

When Wray was asked why he kept his machine in such an insecure place as a porch he replied: "Oh, they all do it down there!"

Sutton's Half Century.

The Sutton Wheelmen of Brooklyn will hold an Indian Summer semi-century run on Sunday, October 11, or on the first clear Sunday thereafter, should the weather be unfavorable on that day. The course will be from Bedford Rest to Jamaica, Valley Stream, Rockaway and return.

TO STEAL BRIDGE PATHS

Plans Being Drawn That Will Eliminate Wheelways on the New Brooklyn Bridge.

The most serious blow yet aimed at the interests of bicyclists in the vicinity of New York is now being contemplated by the rapid Transit Commission. It is nothing less than a plan to abolish the cycle paths on the new East River Bridge and use the space they occupy for a moving platform, or some other method of rapid transit.

The committee of the Rapid Transit Commission which has charge of the subway extension has been asked to prepare a plan for the construction of a moving platform to run across the bridge from Williamsburg through a subway to the Battery, the plan to build such a platform having been reported to be feasible by Chief Engineer William Barclay Parsons.

After so much ingenuity has been spent for ten years by engineers and others in the endeavor to devise a plan whereby it would be possible to construct a cycle across the present East River Bridge, it is startling to hear of a proposition to abolish the paths provided for in the plans of the new structure between New York and Brooklyn.

The matter is yet in a tentative stage, and there will be plenty of opportunity for cyclists to protest before the plan is carried out.

Chief Engineer Parsons was interviewed on the subject by a representative of the *Bicycling World* on Thursday. His remarks did not afford much information or satisfaction, because the matter is still in its earliest stages, and he could easily evade the issue by telling the simple truth.

He said that it has not yet been decided to take the cycle paths for the purpose, and that they might not be taken. Nothing has been decided upon, because the committee has merely been asked to prepare plans. It was admitted, though, that the idea of taking the room occupied by the cycling paths has been considered, and when further pressed Chief Engineer Parsons admitted frankly that there is no other room for such a platform, except that occupied by the cycle paths. In other words, that if the proposed moving platform is built the cycle paths will have to be abolished.

When asked if it would not be possible to use a portion of the roadways for the purpose, he remarked that there are more horsemen than cyclists.

At any rate, after the plan has been perfected it will have to be approved by the Board of Aldermen, the Mayor and the Appellate Division of the Supreme Court. There will be public hearings on the subject, and these will be announced in the *Bicycling World*.

ABOUT THE SALESMAN

Some of the Things That Contribute to his Success and Usefulness.

"Piccollo" contributes these sage observations respecting that important individual, the salesman:

A salesman should not believe every thing he hears about prices made by a competitor. The buyer always tries to convey the impression that a price is too high, and devious are the ways of buyers.

A salesman always hears of lower prices—never of higher ones—from the buyer.

A salesman should endeavor to be thoroughly informed on all subjects pertaining to his business, and, in addition, the more information of all kinds he possesses, the more interesting he may make his conversation.

A salesman, after presenting a sample of new goods to a number of customers, is likely, in a short time, to look upon the goods as no longer new, because the goods have ceased to be a novelty to him. He grows tired of them, his enthusiasm wanes that reason.

A salesman must not forget that the goods are still new to every customer who has not bought them, and should not permit his interest to relax until he has covered the entire field.

A salesman should know enough to answer any question about his goods. If he doesn't know, he should have tact enough to avoid a display of his ignorance. Tact will cover a multitude of shortcomings and win the day against great odds.

A salesman may not know it all, but neither does the customer. The more a salesman knows about his goods, the better he can sell them.

A salesman should have an abundance of tact and resource—an unfaltering courage with a capacity for persistent hard work.

Salesmanship is an art, and like other arts, may be cultivated. A good address, pleasing presence, if not possessed naturally, may be brought to a high state of perfection by a little observation and attention.

A salesman should not disdain stage effect. He is a player on the stage of business. Manœuvres calculated to produce good impressions are valuable adjuncts to his art.

Neatness of attire and a general appearance of prosperity are very valuable attributes. Men always like to buy of salesmen who seem successful. They have confidence in them.

An alert, enthusiastic manner, coupled with intelligence, makes a good impression; and the hand-shake, the eye, a smile, a frown, cheerfulness and even anger may be made forceful factors in salesmanship.

A salesman who is constantly burdening his correspondence with details of minor importance, soon earns the reputation of being an old maid. The application of a little horse sense to affairs would render the mass

of trivialities and wailings that characterize the letters of some salesmen entirely unnecessary and save the house much annoyance.

A salesman should cultivate self-confidence and learn to depend on his own judgment. Many small matters are referred to the head of the house that could as well be adjusted by the salesman.

The man who can do things, and do them right without being continually instructed, is the man who is appreciated in business.

Every salesman, clerk and employe, and, for that matter even proprietor and employer, should read "A Message to Garcia," by Elbert Hubbard. It is worth a thousand times its price to a business man.

A salesman of intelligence will understand that he has something to learn, and will be a good listener. He will be ready to accept suggestions from all sources and profit by them whenever he may.

A salesman will find it unpleasant and unprofitable, in most cases, to engage with a buyer in a heated argument on politics or religion.

A salesman will soon learn that controversial argument with a buyer, on any subject, is without profit.

Endeavor to be perfectly cool and collected at all times. It is an advantage not to be slighted.

When presenting goods to a buyer, be earnest and enthusiastic. A half-hearted manner never makes a favorable impression.

A salesman who reports that he has found trade dull but that he is making "lots of friends" for the house, doesn't know the meaning of the word friend. The friends of a house are those who send their orders.

If you want to make a man your friend, get him to do some favor for you. He will think more of you than if you had placed him under an obligation by doing something for him. It is sometimes said that there is today no friendship in business. There is just as much to-day as ever; the only difference is that there are more friends.

R. C. C. Will Hold Half-Century.

The fall half-century run of the Associated Cycling Clubs of New York has been set for Sunday, October 25; in the event of rain it will occur on the following Sunday. The run will leave the quarters of the New York Motorcycle Club, 1,904 Broadway, at 8:30 a. m., thence via East 99th street ferry to College Point, Flushing, Jamaica, Bedford Rest, Coney Island, where two hours will be devoted to dinner. The return will be via Bath Beach Shore Drive and Broadway (Brooklyn) Ferry. Instead of the time honored medals, the survivors will be given bicycle watches, such as are carried on the handlebars. In addition, Jos. Oatman, president of the A. C. C., will present a handsome silver cup to the club having the greatest representation exceeding twenty-five members..

"The Motor: What It Is and How It Works." See "Motocycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York. ***

THE ELKES MEMORIAL

Benefit Meet to be Run on New Baltimore Track—Late Contributions.

There should be more of such club contributions.

It should be remembered that, besides The Bicycling World, any one of the following committee will receive subscriptions in person:

A. G. Batchelder, 150 Nassau street, New York; A. N. Jervis, 154 Nassau street, New York; James C. Kennedy, 220 Broadway, New York; R. F. Kelsey, Boston, Mass.; C. R. Klosterman, Baltimore, Md.; N. E. Turgeon, Buffalo, N. Y.; Harry Hartley, Jacksonville, Fla.

The following contributions, not previously recorded, are hereby acknowledged:

Century Road Club Association (first installment)\$4.00
Mrs. Albert Chambers, Coney Island.... 2.00
From Box No. 9 (Belleville Track)..... .30
" Box No. 8 (154 Nassau street).... .46
" Box No. 5 (Pope Mfg. Co.)..... .70
" Box No. 3 (Bedford Rest)..... 1.74

It has been decided to keep the memorial fund, instituted to raise money for a monument on the grave of the late Harry Elkes, open until spring. A new indoor track is being built at Baltimore, and a benefit meet is to be held on it.

Meantime, individual subscriptions are invited to help make the fund a popular one.

A donation of \$5 from the Tiger Wheelmen previously acknowledged, was accompanied by the following letter:

Editor The Bicycling World. Dear Sir: At the last regular meeting of the "Tiger Team," after listening to a reading of your editorial referring to the Elkes monument fund, the members unanimously adopted the following:

Resolved, Whereas, the late Harry O. Elkes, being well known to all of us for his many sterling qualities, and believing nothing more proper could be done to commemorate his memory than such a monument as set forth in the editorial columns of The Bicycling World of August 22, 1903, therefore, be it,

Resolved, That we, as a body, subscribe the sum of \$5 toward said monument.

H. A. GLIESMAN, Sec'y.

They Prefer Block Chains.

Some English racing men are said to have a preference for block chains. They declare that the latter are better suited for "sprinting," although just why no one seems to know. The fact is peculiar, in view of the almost universal use of the roller chain in England.

The greatest mistake that a merchant can make is to neglect his old customers while striving for new business, truthfully remarks a contemporary.

GREATEST OF ROAD RACES

One Hundred and Fifty-Six In Century Contest of C.R.C. A.—New Record Made.

It is certainly no portent of waning interest in cycling when there is found enough enthusiasm to enable a club to get more than two hundred men enlisted for a one-hundred mile road race and more than one hundred and fifty to start in it.

This is what the Century Road Club Association achieved on the occasion of their annual "individual second century," held last Sunday over the Long Island course. As it always has been, this was an out and out handicap road race, and it was the greatest one of the year. Not even a twenty-five mile road race has, in the neighborhood of New York, at least, attracted 205 entries and had 156 starters, as this one had. Furthermore, it was a record breaking race with slashing finishes.

It was won by C. Zink, of the association, a century rider of known prowess, but never before prominent as a racing man. Zink started from the 1 minute mark and made the excellent net time of 5 hours 33 minutes 38 seconds. The time prize, to the bitter lament of the promoters, went to Joseph Kopsky, of the rival organization, the Century Road Club of America. He made a new record for the course and for the distance, by riding the race in 4 hours, 53 minutes 40 2-5 seconds. The former record was 4 hours 57 minutes, made by Gus Egloff, in 1901. Charles Mock, also of the America's, won the second time prize.

Among the other features of the race were two woman, a boy of fifteen years, a man with a wooden leg and a man with only one hand.

The course was from Bedford Rest, Brooklyn, through Jamaica and over the Merrick Road to Massapequa, then across to Hicksville, back to Massapequa again and from there straight in over the outward route. The conditions of the race required every rider to be checked at each of the turns and prohibited pacemaking. There were prizes for the first thirteen to finish and three time prizes. It was the privilege of every rider to obtain at the finish, by paying \$1, a souvenir medal, with his time made engraved on it. The handicaps ranged by quarter-hours from scratch to the limit of 2 hours and 30 minutes, and the finish demonstrated that excellent handicapping had been done by the handicapping committee, which comprised Daniel M. Adee, R. A. Van Dyke and S. Mehrbach.

The start was scheduled to be made at 7 o'clock in the morning, but the officials delayed it until after the shower, and the limit bunch with the two women in it, Mrs. A. Waller and Miss E. Klein, was sent away at 7:45 o'clock. The route was "all macadam" and the rain had simply laid the dust and made it fast.

In spite of the large field of riders there were no serious accidents reported. D. D. Adee, eighteen years old, ran over a chicken at Hicksville, pitched over on his head, cut his scalp and lay unconscious for a few minutes, but he remounted and finished fourteenth. A. G. Carrier, who finished eleventh, was scraped by a fall, and Otto Resine had one side of his face made raw. These were the worst mishaps. Young Adee's fall was attended by a notable exhibition of magnanimity on the part of A. G. Carrier, who found Adee unconscious on the road and stopped and carried him to a seat on the grass. When Adee came to his senses he was being cared for by Carrier and the woman whose chicken had caused the mishap. The woman was friendly in spite of the fact that her chicken had been killed, and brought coffee and cake to the injured cyclist.

Zink and Halbeck, the second-place man, had a mighty sprint of it to the finish line on Eastern Parkway. The first scratch men to arrive were Kopsky and Mock, fighting it out in great style, Kopsky beating Mock and winning first time prize by a foot. They were, respectively, twentieth and twenty-first. The next scratch man was H. Cranston, who finished twenty-fifth. Cranston's time was third best, but he was disqualified for not having properly covered the course. A protest was lodged against Mock on the ground of being a professional. The next best time to that of Cranston was that of 5 hours 6 minutes 1 second, made by J. M. Eifler, who finished fifth. He gets third time prize if Mock is not disqualified. If the protest against Mock is allowed Eifler will get second time prize and Zink the third.

The women rode together all the way and finished almost abreast, riding strong. Miss Klein in eighty-seventh and Mrs. Waller in eighty-eighth place. Miss Klein's time was 9 hours 4 minutes 26 3-5 seconds, and Mrs. Waller was one-fifth of a second behind her. The man with the wooden leg was E. Groom, of Tarrytown, who was to have had two hours and a quarter start, but who arrived late and went away with the scratch men. He wore a wooden stump on the left side, and the bottom of it fitted into a projecting socket made for it and attached to the crank hanger. There were nearly a hundred riders in when the evening storm broke and Groom had not returned. He did not finish. The man with the hand and wrist missing was L. Von Millon of the C. R. C. A. He finished among the first forty. The fifteen-year-old boy was A. W. Orth, who started from the limit mark and finished forty-fourth in the net time of 8 hours 5 minutes 12 2-5 seconds.

The first twenty-five riders to finish in their order were:

	H'd'p.	Net Time
1. C. Zink, C. R. C. A.	1 55	5 33 38
2. I. Halbeck	1 55	5 33 38 1-5
3. M. Zaconek, C. R. C. A.	1 45	5 41 44
4. H. Hofgren, C. R. C. A.	1 55	5 47 15 1-5
5. J. M. Eifler, C. R. C. A.	1 00	5 06 01 2-5

6. C. C. Nerent, Brower W.	1 30	5 44 42 2-5
7. A. Schmitt	1 50	6 04 44 4-5
8. F. Jacobs, C. R. C. A.	2 00	6 18 22 1-5
9. P. Wollenschlager, C. R. C. A.	1 30	5 51 35 2-5
10. G. P. Hahlweg, C. R. C. A.	1 55	6 16 35 3-5
11. A. G. Carrier, C. R. C. A.	1 50	6 14 07
12. A. Demarest, L. A. W.	1 35	5 59 07 1-5
13. J. Olson, C. R. C. A.	1 30	5 56 49 2-5
14. D. D. Adee, C. R. C. A.	2 00	6 41 06
15. I. W. Hedden, Waverly W.	1 55	6 38 16 4-5
16. F. Gunther, Sunset W.	1 40	6 24 17 2-5
17. F. Kahn	2 15	6 59 14 1-5
18. R. Muller, N. Y.	1 15	6 03 27 3-5
19. W. Missinger, C. R. C. A.	1 30	6 20 01 2-5
20. J. Kopsky, C. R. C. of A.	scr.	4 53 40 2-5
21. Chas Mock, C. R. C. of A.	scr.	4 53 40 3-5
22. G. Ambos, C. R. C. A.	1 55	6 52 39 3-5
23. G. A. Johnson, C. R. C. A.	2 15	7 13 14 3-5
24. R. C. Helburg, C. R. C. A.	1 35	6 39 31 3-5
25. H. Cranston, 7th Regt.	scr.	5 02 01

Racing Before the Country-Folk.

Bicycle races were a big feature in the proceedings of the closing day of the Essex County Agricultural Society's eighty-third annual fair, at Peabody, Mass., last Saturday. They attracted a crowd of 5,000 persons. There were four events, including a five-mile motorcycle race, which was won by C. Libby, of Lynn. The most exciting event was the final in the half-mile open. Matt Downey, of Boston, won it in a whirlwind finish, being only inches ahead of Fred Goyette, of Lowell. The summary:

Half-mile open.—Won by Matt Downey, Boston; Fred Goyette, Lowell, second; O'Brien, Lowell, third. Time, 1:11 1-5.

One-mile handicap.—Won by A. W. McDonald; W. Libby, Lynn (140 yards), second; Tom Alton, Lowell (160 yards), third; Fred Goyette, Lowell, fourth. Time, 2:17 4-5.

Two-mile handicap.—Won by A. W. McDonald (70 yards); P. F. Logan (scratch), second; Stoughton (60 yards), third; Downey (scratch), fourth. Time, 4:44.

Five-mile motorcycle race.—Won by C. Libby, Lynn; A. A. Hoyt, Whitman, second; T. Renal, Peabody, third. Time, 11:10.

Walthour and Champion Sharing Honors.

Bobby Walthour and Albert Champion have been racing on very even terms on the Southern tracks, each having three motor paced races to his credit when they met at Savannah, Ga., Wednesday night for a deciding contest.

The race was twenty miles straight, and Walthour had the best of it by two laps in the ninth mile, when one of the pacing machines broke down. The two men then agreed to conclude the race by riding one mile unpaced. The result was that Champion won by half a wheel.

Fifty-Five is the Hour?

According to a cablegram from Paris printed in the English papers, Tommy Hall, on Sunday, September 13, on the Parc des Princess track, covered 87 kilometres 130 metres—more than 55 miles—in the hour. No details are given, nor has any substantiation of the apparently wonderful performance appeared in print.

KRAMER IN GRAND FORM

The Champion's Speed Exceptional for a Dirt Track at Hillside Last Sunday.

The racing at Belleville, N. J., last Sunday was a fine series of races, the distinguishing feature of which was the excellent for in which Frank Kramer, the national champion, rode in the two events, wherein he was easily the winner. For a dirt track, his speed was exceptional. He won the Aristocracy Handicap, a one-mile affair for professionals, conceding as high as 180 yards to the thirteen starters, in the fast time of 1:58 4-5. The champion never made an effort to assume the lead until rounding the last turn for the tape. Then, by a burst of speed, he shot to the front one hundred yards from the finish, and beat John Bedell by a length, the latter being two lengths ahead of E. F. Root. W. S. Fenn started from scratch with Kramer, but, after finishing a lap and a half, his foot slipped from the pedal and he retired from the race. In his announcement to the spectators, who numbered about 1,500, Fred Burns stated that the time, 1:58 4-5, was about the fastest for a mile ever made on a dirt track.

The Dorlon Handicap, a ten-mile race for amateurs, brought out twenty-four starters, but only eight finished. Teddy

Billington, Joseph Fogler, G. H. Collett and Fred Ernst were the scratch men, and the handicaps ranged as high as 500 yards. For two-thirds of the way the struggle was between Joe Marnello, of Newark, and Oscar Goerke, of New York, the former taking eight lap prizes and the latter fourteen. All this time George Glasson was one of a big bunch that was trailing behind, but on the last lap the Newark man had passed one after another of his rivals, and, after a desperate race on the stretch, he beat Fogler by a length, with Fred Ernst a close third. Summary:

Two-thirds of a mile (novice).—Won by H. Leach, Brooklyn; Harry Hodgkins, Newark, second; George Van Campen, New York, third. Time, 1:41 2-5.

Harvest Stakes, one-third of a mile open (amateur).—Won by Teddy Bilington, Belleville Wheelmen, Vailsburg, N. J.; Joseph Fogler, National A. C., New York, second; Fred Ernst, Rochester, N. Y., third; James Zanes, Newark, fourth. Time, 0:42 2-5.

Aristocracy Handicap, one mile (professional).—Won by Frank Kramer (scratch); John Bedell (20 yards), second; E. F. Root (20 yards), third; George H. Collett (80 yards), fourth. Time, 1:58 4-5.

Live and Let Live Stakes, two miles (professional); five points to winner of every lap and half a lap.—Won by Frank Kramer; John Bedell, second; Floyd Krebs, third. Time, 4:22 1-5. Winners of laps—W. S.

Fenn, Waterbury, Conn., 4; Walter Bardgett, Buffalo, N. Y., 2; Charles Hadfield, Newark, 2; E. F. Root, Boston, 1; Menus Bedell, Lynbrook, L. I., 1.

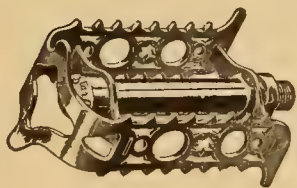
Dorlon Handicap, ten miles (amateur); winner of most laps, 20 points.—Won by George Glasson, Newark (80 yards); Joseph Fogler, National A. C., New York (scratch), second; Fred Ernst, Rochester, N. Y. (scratch), third; Oscar Goerke, National A. C., New York, fourth. Time, 23:23. Lap prize won by Oscar Goerke, with 14 laps. Other lap winners were: Joe Marnello, Newark, 8; Charles Frank, Newark, 3; James Zanes, Newark; G. C. Bender, Newark; Fred Baumann, New York, and Robert Acker, Brooklyn, 1 each.

Walthour and the Horses.

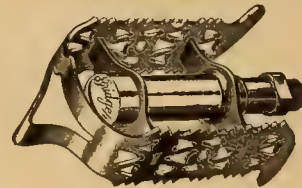
Gus Castle has been negotiating with the directors of the Macon (Ga.) Fair Association for Bobby Walthour to appear on the association's track this fall. He proposed to have Walthour race against several horses, but this proposition was tabled. An alternate proposition for races between Walthour and Albert Champion is held in abeyance. If this proposition is rejected Castle is likely to yield to the solicitations of Macon enthusiasts and build a bicycle track in that city.

"The Motor: What It Is and How It Works." See "Motocycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York. ***

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HIGH GRADE BICYCLES REQUIRE HIGH GRADE EQUIPMENT

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Use them and avoid explanations.

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DOINGS "DOWN UNDER"

**Big Motorcycle Race Interests Australians
—Trade Good in Country Districts.**

Melbourne, July 25.—During the past two months—June and July—cycling has, as usual, been somewhat flat, a wet season contributing in no small degree to this effect. Still, the volume of trade has been well up to the average, while there is increased interests in automobiling, motorcycles more particularly. The chief cause of the development of the motorcycle is the road race from Wannamboul to Melbourne, 165 miles, which is to take place on August 22d. Throughout the trade the prospect of this competition has induced the makers—a number of them being small ones—to build special machines within the limits prescribed.

Just how this motorcycle race results, so will the trade in the machines be. If, by any chance or mischance, there is a series of breakdowns or breakups, or, worse, a fatal accident or accidents, business in these mounts goes by the board. The press of this country, while not absolutely antagonistic to the motor, maintains an ominous silence—never praising it or noticing to any great extent its marvellous advances in other countries. It seems to me to be waiting for the opportunity to have a cut at it—to condemn it without quarter. And should the motorcycle competition result disastrously—then, Heaven help the motor trade, for the press won't.

The total number of entries for the race reaches sixty-four, of which fourteen are from the neighboring States. This is considered to be eminently satisfactory, especially for the first contest. It will be a handicap event, and the allotment of starts will be made according to the h. p. of the engine, weight of machine complete, weight of rider and any other feature that may suggest itself. There is, however, no data to go upon, and the handicap will be in every sense a compromise. The power of the motors is limited to $2\frac{3}{4}$; bore and stroke, $3\frac{1}{8}$ -inch by $3\frac{1}{8}$ -inch. It is anticipated that the distance—165 miles—will be covered by motorcycle well under seven hours. The fastest time by bicycle, in a paced race, is slow—8 hours, 40 minutes, in 1896.

There is a large entry for the cycle road race, which starts two or three hours before the motorcycles and over the same course, nearly 200 entries having been received. The value of the prizes offered for this race aggregates \$775 dollars, divided among a dozen prizes. Unfortunately, the highways of this State have deteriorated to a great extent, and the course may not be so good unless extensive repairs are effected. All the moneys for development have been spent in railway construction, with the result that we have more lines than we can make pay, and the loss sustained amounts to \$5,000 per day, including

Sundays. Roads are constructed here by municipalists under the Local Government Act, and, as there are about two hundred municipalities, so are there that number of methods of construction, and each one the best! Now, as a matter of fact, the growth of the cycle trade depends upon the state of the highways. Where there are no rideable roads there are no cycles. The cycle trade is, however, very remiss in regard to road improvement, when, indeed, it should be its first and last care. It could do much, and were all men in the trade like Colonel Albert A. Pope there would be no lack of interest in the good road movement. An effort is to be made this summer to enlist the aid, moral and financial, of the cycle trade in this State. Given absolutely perfect roads almost anywhere, cycling and motoring must spread indefinitely.

Although nothing definitely has yet been



NEW YORK BRANCH 214-216 WEST 47TH STREET.

stated, it is said that the Sydney Thousand-Mile Handicap will again eventuate, next March. N. C. Hopper, of Minneapolis, Minn., it will be remembered, annexed the big prize last season. This meeting is held in Sydney, New South Wales. At present, however, there is a split in the governing body in that State, two strong factions striving hard for supremacy. The Austral Meeting will, as usual, take place in November-December, and there will be the customary big handicap. We expect a considerable number of over-sea racers this coming season, which, so far, promises to be a good one.

Regarding the trade the bulk of it seems to be done with the provinces, quite a number of city stores depending almost entirely upon the country business. The use of the bicycles in outlying districts increases year by year, and the greatest impulse the country trade received was through several years of drought, which made fodder so dear that it did not pay to use horseflesh. Retrenchment being the order of the day, the police department has decided to equip certain country depots, where the roads are

good, with bicycles in lieu of horses. Cycles are, of course, largely used in the postal department as well as in the Melbourne Board of Works branch. These sections of the civil service call for tenders from the cycle trade for the supply of machines for a term, the price being so much per bicycle per annum. One of the States—West Australia—is about to experiment with the motor wagon for the carriage of agricultural produce and general merchandise in those districts not served by railways. In this direction the motor should pay best throughout the commonwealth.

Three Sea Dogs Race Ashore.

Three steamship captains had an exciting bicycle race at Savannah, Ga., a week ago Monday. There were two principals in the affair, and the third master mariner was an accessory. It all resulted from a challenge passed to Captain Maddrell, of the Oriel, by Captain Simmons, of the Cyrus. Captain Schoer de Boer, of the Voorburg, butted in.

The course was to a place called Thunderbolt and return. A good start was made at 2:30 p. m., and the road was navigated (which term must be permitted in view of the vocation of the contestants) in a masterly manner (the adjective is *o k.*, for the reason indicated in the previous parenthesis), with first one sea dog and then another leading.

It was on the return voyage that the fun began. Captain Simmons was toggled out in his cycling suit, and was the observed of all observers as he sailed along, the recognition of his many acquaintances manifesting itself in cheers. As the trio passed along Dale avenue the bicycles were given all the steam that three pairs of sinewy legs could develop, and it was a pretty contest until Captain Maddrell's rudder went wrong and he luffed up into a fence. The bicycle stopped short, but Captain Maddrell wasn't quite ready. He kept right on over the fence, and got stranded high and dry on a sand bank. Carried off by a wave of enthusiasm, he re-embarked and set sail after his rivals.

Captain de Boer was making it warm for Captain Maddrell, and along Wheaton street he took the lead, but Captain Simmons recovered it on Liberty street, beating Captain de Boer at the City Exchange by $3\frac{1}{2}$ minutes. Captain Maddrell was only 4 minutes later than the second man, which indicates that he might have won the race but for his accident.

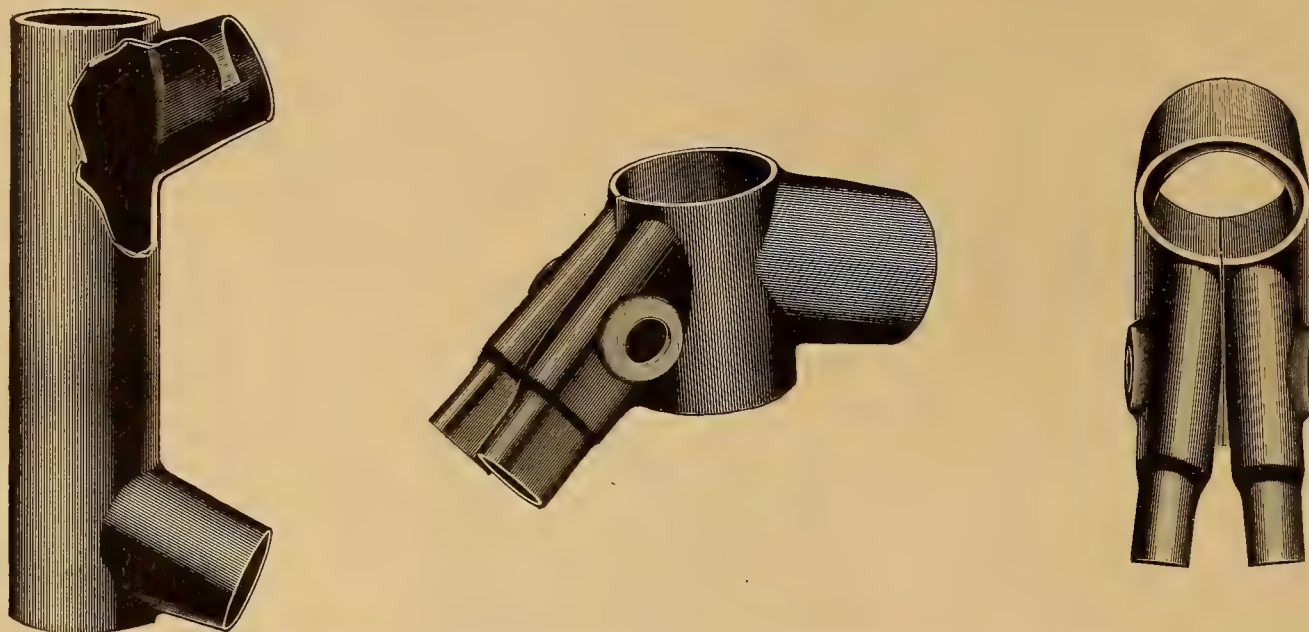
Need Money But Can't Raise Dues.

The Hackensack Wheelmen made a second attempt, at a recent meeting, to amend the club constitution so as to make the dues \$9 per year instead of \$6. There was a spirited discussion, during which it was shown that the club needs more revenue. The best argument presented was the report of the treasurer, which was read by Dr. Barrows.

When the matter came to a vote it was decided to vote by ballot. The result was that 118 voted for the amendment, 68 against, and there were two defective ballots. The amendment was lost, failing to receive the support of a two-thirds vote.

— FOR 1904 —

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FRANK KRAMER
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PIERCE BICYCLE
HAVE PLACED THE
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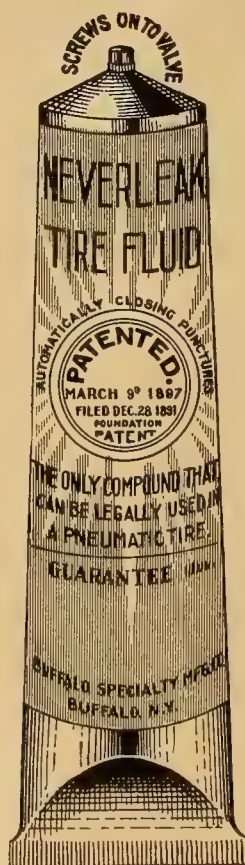
And the PIERCE is no less renowned for speed than for Comfort, Durability and Superior Workmanship and Finish. It has always been the choice of the discriminating purchaser.

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For Automobile Tires we recommend
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When all is said and done about building the best bicycles,

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rolls off with the blue ribbon. But there is that last word; the saddle. A poor saddle will make a rider half-hearted, a quitter. Nor can you blame him. But a SADDLE! A saddle such as



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will make a rider contented, happy, enthusiastic and a bicycle missionary! That is why Mr. Agent we are talking on the several

SUPERB PERSONS SADDLES

that have been developed to meet the demand for thoroughly comfortable bicycles. In quality, design, finish and efficiency you know where they stand as well as do we, and we are sure you will agree that we are favoring

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PERSONS BEST SADDLES.

DAVIS SEWING MACHINE CO.,
DAYTON, OHIO, U. S. A.

Why He Favors Big Tires.

Editor The Bicycling World:—In the issue of The Bicycling World of September 19 you advocate the use of wider tires because of the fact that they are more comfortable. While this is the chief value of a wide tire, there is another reason why the narrow tire should not be used for road riding, which is of no little importance.

When a wheel travels over a soft piece of road—sand, loose gravel, and the like—it leaves a track or sinks into the surface, which makes the rider continually ride out of a depression, or displace road materials, which is, of course, wastes energy or work, and which also cuts down the speed. Now, it is very easy to see that as the width of tire diminishes the wheel track increases in depth.

It is the same case as wagon tires. We urge the use of wide wagon tires because they leave no tracks, and because they make a wagon draw easier; this has been demonstrated by numerous tests.

I have been using 1 5/8-inch tires for the past seven or eight years, notwithstanding that 1 1/2-inch tires have been standard for some time. This year, however, I thought I would order 1 1/2-inch tires, so as to have more clearance in the forks, but soon found that they could not be compared to the 1 5/8-inch tires for comfort, climbing out of ruts and ease of running. If my machine had more room I would even try 1 3/4-inch. I am sure anything less than 1 5/8-inch is too narrow for the wheelman who tours or has dirt and sand roads to contend with.

GEO. LANG, JR.,
St. Louis, Mo.

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"The A. B. C. of Electricity" will aid you in understanding many things about motor bicycles that may now seem hard of understanding. Price 50 cents. The Goodman Co., 154 Nassau street, New York. ***

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Official records prove our claims and show Indian supremacy and they are the records not of a lone-some rider or occasional event but of many riders in many events.

Look up the records. We'll help you if you require help.

HENDEE MFG. CO.
SPRINGFIELD, MASS.

Getting Rid of Emery Dust.

The matter of conveying dust away from grinding wheels is a very important one, but unfortunately is not thoroughly appreciated by a majority of manufacturers; even those who have spent money to do it in many cases do not seem to understand that the result desired has not been obtained, and that the reason for its failure has been that the idea prevailed that it could be done in a simple and cheap way, says C. H. Norton in the American Machinist. It is frequently said: "It must be simple and cheap to install. Will an ordinary blacksmith's fan be sufficient, or does it require a special one?" These are the conditions usually imposed upon an engineer when he attempts to accomplish what is sought for, and he usually fails because he lives up to the conditions.

Dust cannot be taken away from one emery wheel successfully with a blacksmith's fan, for this is usually the smallest and cheapest on the list of the blower manufacturers. While a fan with wings 30 inches in diameter will remove the dust fairly successfully from quite a number of emery wheels, it is true that a fan any smaller than that will not remove the dust from one emery wheel successfully. In this matter friction of air in the pipes must be dealt with. To overcome the friction in the best of pipes and keep the air moving fast enough for any purpose requires a fan at least 30 inches in diameter. If I were to install such a plant to suit myself, and had

half a dozen emery wheels to take care of, I would put in a fan 38 inches diameter of wings, and whatever the size of opening and outlet might be in this fan should enlarge the pipe immediately after connecting with this opening and outlet to at least 24 inches; would continue this size until reaching the branches.

It is then necessary to make the branches to the different emery wheels of such relative size according to the distances of each wheel from the main line of fan that there will be about the same amount of air moving through each pipe—that is, the nearer the emery wheel is to the fan the smaller should be the pipe that conveys the air from it. The further away the emery wheel is from the fan, the larger the pipe should be connected with it. This is something that requires judgment in planning to make it work well.

I would caution the inquirer never to place any dust pipe where it is impossible to get at it to clean it out, for any attempt to carry dust through pipes and have it accumulate will cause failure, for the larger the pipes the more sure the dust is to lodge in them. And, as I understand it, the desire is not to deposit the dust in any particular place so much as to prevent its entering the breathing apparatus of the operator. To insure the latter large pipes are absolutely necessary, and large pipes are apt to be lined more or less with dust. This dust will become red hot at times, so that it is dangerous for these

pipes to be near any inflammable material. Such pipes have caused disastrous fires. There should be large openings here and there, where they can be cleaned out occasionally, and they should always be in plain sight. The end of the pipe receiving the dust from the wheel should be so shaped that the dust from the grinding will go directly into the opening, for it is impractical to create a current strong enough to deflect those particles from their natural course. When they have once entered the funnel they will find their way into the wide pipe and not come into the room again.

About Grindstones and Grinding.

When not in use, grindstones should be kept dry, with the trough drained, as water softens them. Owing to the natural inequalities of a grindstone, it can never be kept quite true; but if it is left standing with the lower part in water, uneven wear will be caused quickly. Plenty of water should be used when grinding, and one part of the stone should not be used more than another. If one part wears down to a smaller diameter than the rest, the highest parts should be used until a general level is obtained. In grinding metal working tools to an obtuse angle, they can be steadied on a rest, thus avoiding to a great extent cutting into the softer parts of the stone. All tools, whether flat or curved, should be moved from side to side during grinding.

Economy and the Thomas Auto-Bi go hand in hand.

IT IS A WELL KNOWN FACT THAT

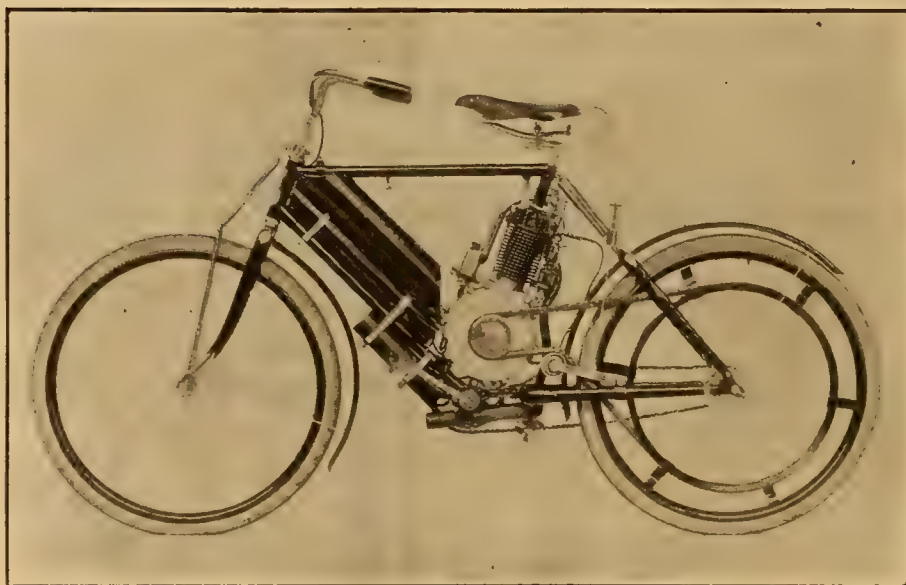
THOMAS MOTORS

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THOMAS AUTO-BI covered
23 $\frac{3}{4}$ Miles for each pint consumed.

The winner of the Economy event (our machine not starting) covered slightly less than 20 miles.

**In the 4-hour non-stop race** (According to printed entry)

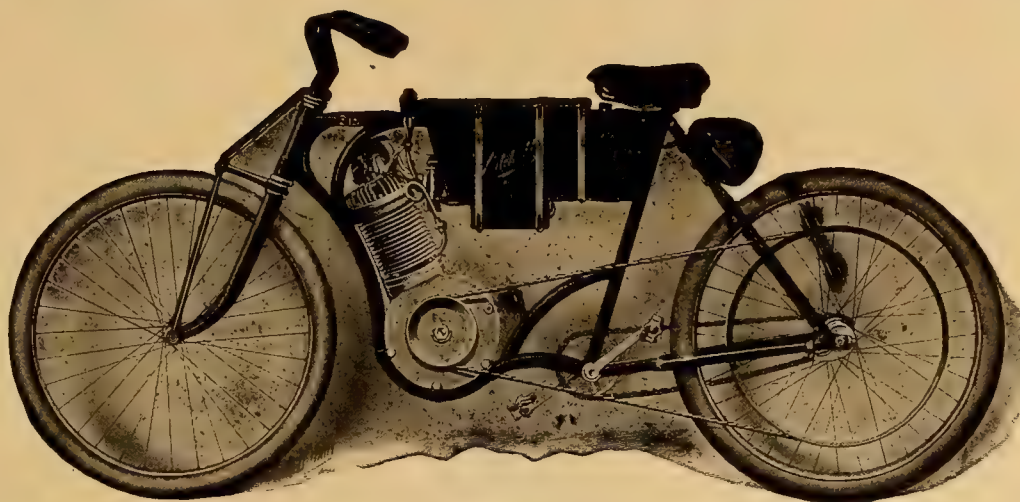
The THOMAS went the FULL FOUR HOURS, competing machines being compelled to stop from
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3½ Horse Power



\$225.00

MODEL 53.

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BUT OUR HORSES

are out of three-and-one-half-inch-bore by four-inch-stroke and are the strongest, fastest and best bred in the world.

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In the ordinary repair shop the usual method of bending a piece of tubing is still to fill it with sand, heat it and fashion it to the desired shape over a wooden bending form. Rosin and lead are sometimes used instead of sand, but not often; while some simple bends can be made without filling the tube—although this is always risky, as the tube may kink at any moment.

To prepare a tube for this process, a plug is driven tightly in one end and the sand is poured in by means of a narrow-mouthed scoop, such as grocers use for sugar and other granular substances. About enough to fill the tube three inches should be inserted at a time, the tube being held upright on the anvil or other hard substance. The sand should then be rammed down tight by jumping the tube up and down with a long piece of steel inside it. When this three inches is rammed hard, another three inches of sand should be inserted and similarly rammed down. This process should be repeated until the tube is full up to about two inches of the top, when a second plug should be inserted and driven tight up with a heavy mallet. There is great necessity of having the sand quite dry, otherwise an accident will certainly take place when the tube is heated.

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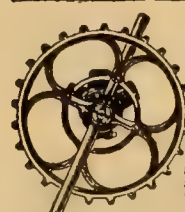
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The Week's Patents.

739,476. Cushion truss for cycles. Clarence E. Becker, Buffalo, N. Y., assignor to E. R. Thomas Motor Company, Buffalo, N. Y. Filed December 26, 1902. Serial No. 136,563. (No model.)

Claim.—The combination of a frame, having a fork, a wheel having its axle movably connected with the fork, and a cushion truss consisting of a strut movably connected with the fork, a lower tie extending from the strut downwardly to the wheel axle, a bracket or attachment arranged on the machine above the strut, and an upper tie extending from the strut to said attachment, one of said ties being elastic, substantially as set forth.

739,633. Seat-supporting bicycle extension frame. George S. Akers, Ambia, Ind. Filed

January 17, 1903. Serial No. 139,425. (No model.)

Claim.—In a seat-supporting bicycle frame, the combination of the axle rod, 5, means for securing one end of said rod to the bicycle frame whereby the said rod becomes a direct continuation of the rear axle of the bicycle; a wheel, 10, revoluble on the outer end of said axle rod, a seat spring attached to the said axle rod, a seat supported by the said spring, a rear inclined brace, 12, a front inclined brace, each of said inclined braces having one extremity secured to the bicycle and the other end attached to the axle rod between said wheel, 10, and the said seat spring, a footboard, and footboard supports attached to the said seat and to the said front inclined brace, substantially as described.

739,664. Motorcycle frame. Hoover W.

Freed and Alfred S. Clegg, Yeagertown, Pa. Filed January 30, 1903. Serial No. 141,181. (No model.)

Claim.—A motorcycle frame comprising a tank or reservoir of the size and shape of an ordinary cycle frame, said tank or reservoir constituting the main frame of the machine, substantially as described.

729,680. Luggage carrier for bicycles. Fred C. Johnson, Cloquet, Minn. Filed April 4, 1903. Serial No. 151,166. (No model.)

Claim.—In a device of the character described, the combination with a frame having a hinged side; of a clamp at one end of the frame for engaging one of the bars of a bicycle frame, a hanger for engaging the horizontal bar of a bicycle frame, and means for detachably securing the hanger to the frame of the luggage carrier.

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Is there ever a place so pleasant and so sweet?"

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No. 1942 Vol. XXV. THURSDAY, AUGUST 12th, 1902. [ONE PERRY]

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" Syracuse	7.55 "	11.25 "
" Rochester	9.45 "	1.15 "
" Buffalo	11.40 "	
" Toledo	5.55 A.M.	8.25 "
" Detroit		3.15 P.M.
" Chicago	11.50 "	

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The Bicycling World

AND MOTOCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVIII.

New York, U. S. A., Saturday, October 10, 1903.

No. 2

CYCLE SHOW ON SMALL SCALE

Sportsman's Show Provides an "Annex" and Pope Quickly "Corners" Space.

While the matter of an exclusive cycle show in Madison Square Garden, which at one time was under consideration, has been abandoned. It has just come to light that arrangements have been effected that assures an exhibition of bicycles and motor bicycles in connection with an annual Sportsman's Show.

As stated in the Bicycling World at the time the abandonment of the exclusive show idea was reported, the plan of locating a bicycle section in the Sportsman's show was quietly broached immediately after the close of the last exhibition. Whether the publication of this fact supplied the inspiration is not known; it is certain, at any rate, that immediately after its appearance, the Pope Manufacturing Company placed themselves in touch with the promoters of the Sportsman's show, and as a result of the negotiations secured the Concert Hall of Madison Square Garden for the period during which the Sportsman's show will continue, February 19 to March 5, on the very eve of the opening of the riding season.

The Concert Hall contains 5,000 square feet of floor space, of which the Pope interests will occupy about five-eighths; the remainder, it is stated, will be sublet to "a few selected outsiders," which, in itself, is quite suggestive. The Concert Hall is located convenient to the arena, and the crowd that attends the main show will be further directed to the bicycle annex by a huge electric sign, and by four stairways that will lead to the continuous promenade that will be erected around the gallery.

Why Shroyer is Satisfied.

G. W. Shroyer & Co., Dayton, Ohio, are one of the firm that have no fault to find with the season's business, which, save one, was the best in their history. Up to the middle of September they had sold at retail exactly 892 bicycles and expected to reach a total of 950 before the year closed. They are believers in comfortable bicycles, and always urge the Persons type of saddle, large tires, upturned bars, etc.

Weston Leaves the Trade.

Frank F. Weston, so long and so intimately identified with the trade, latterly as sales manager of the Barwest Coaster Brake Company, and New York distributor of Fisk tires, this week relinquished all connection with cycling. He also leaves New York, and hereafter will be located in Boston, where he will fill a responsible and lucrative berth in the special machinery field. His offices, at No. 83 Chambers street, this city, will be discontinued, of course. J. W. Bowman, his right hand man, has engaged with the Fisk Rubber Company, and goes to the Fisk factory at Chicopee Falls, where he will have supervision of the office details. It is probable that the Fisk people will establish a repair depot in this city. The season of 1903 has been the most successful in their history, both in respect to bicycle and automobile tires. At no time were they able to keep abreast of their orders.

Weaver Takes on the Morrow.

Charles E. Weaver, so well and favorably known as the general representative of the Kelly Handle Bar Company, will henceforth devote a part of his time to the Morrow coaster brake, having engaged with the Eclipse Machine Company to represent them in the territory between Buffalo and Denver. This new arrangement does not mean, however, that he will divorce himself from Kelly bars, but that he will handle both bars and coaster brakes in connection.

Another Advance in Tires Probable.

The further advance in the price of tires and inner tubes, which the Bicycling World forecasted when the recent increase was made, is now almost certain to come about. Within the last week the tire makers have been getting together, and there are reasons to believe that the matter of price formed one of the chief subjects of consideration.

Motor Bicycles Go Higher.

The price of the Indian motor bicycle for 1904 has been advanced from \$200 to \$210. All the other machines in which Thor fittings are employed also will be listed at \$210.

What business is so good but that it could be made better by good advertising? asks Printers' Ink.

UNRAVELING MARSH AFFAIRS

Receiver Plans for Next Year and Explains Position of Cash-in-Advance Purchasers.

Horace E. Swift, receiver of the Motor Cycle Manufacturing Company, Brockton, Mas., states that he is making good headway in straightening out the affairs of the concern, and is shipping machines to new customers daily. He adds that it is his intention to make the Marsh motor bicycle an active factor in next season's business.

In answer to the direct question as to the position of the creditors, who, before the failure, paid for machines in advance, and which were never delivered, and about which there has been some doubt, Mr. Swift states that such creditors figure simply as general creditors; their claims have no preference over those of others, and they will only share in such dividends as the receiver may be able to declare. To date nearly all the money received has been used to satisfy the liens on the machinery, which, of course, has been absolutely necessary for the continuance of operations. Most of the machinery now has been paid for, and Mr. Swift expects that "the balance will be paid soon."

Reading Standards are Uncovered.

Playing the part of early birds, W. F. Remppis, H. F. Mattern and J. C. Wood, of the Reading Standard Cycle Manufacturing Company, are this week at the Astor House, this city, with samples of each of the 1904 Reading Standards. They are being kept busy. The new models certainly merit the attention they are attracting. Smaller tubing, smaller hubs, new fork crowns, a new seat post binder and a new one-piece crankhanger, to say nothing of new finish and minor refinements make them new models in fact as well as in name. The addition to the line, a 24-pound road racer, at \$40, is striking value for the price.

Blake's Liabilities. \$34,182.72.

The E. P. Blake Company, Boston, has finally filed its schedule; it shows liabilities of \$34,182.72 and assets of \$19,605.60.

WEIGHT OF MOTORCYCLES

New York Motorcycle Club Devotes an Evening to Discussion of the Subject.

The second of the New York Motorcycle Club's "bi-weekly talks," which occurred on Saturday last, was billed as a debate on "Light vs. Heavy Motor Bicycles," but the chairman did not hold the assemblage very closely to the subject, and the talk rambled all over the motorcycle field. There was no question about the disposition of those present, however; they were overwhelmingly in favor of light machines, but they differed on the weight that constituted lightness. George P. Jenkins thought anything under 150 pounds was light; Dr. F. A. Roy thought anything over 100 pounds was heavy, and said he personally longed for the day when a 60 or 70-pound motor bicycle will be obtainable. R. G. Betts pointed out that abroad 70 pounds and 110 pounds appeared to be the light and heavy weight limits, and maintained that in large cities like New York weight was a most important factor; machines had to be carried up and down cellarways, and must be easily portable if they are to become generally popular. Will R. Pitman, although himself weighing 175 pounds, said he had ridden a motor bicycle weighing 78 pounds, and although it had a small engine, it was equipped with a two-speed gear, and he had been able to climb 8 per cent. grades with ease. He believed it too light for his weight for all around use, but for a lighter man it was admirably adapted.

David D. Miller, the chief and almost the only advocate of heavy machines, maintained that they were more comfortable and enduring; that they gave less vibration and rolled more easily through sand and over ruts and stones. He said he had once ridden a 105 pound machine on a century run, and felt the effects far more than on his 180 pound Orient. George M. Miller countered on his namesake by retorting that he had once toured for a week with the rider of a heavy machine, and on numerous occasions, when it stuck in the sand or on hills, the rider was physically unable to move it, and he (Miller) had been obliged to walk back and "lend a hand." The point was raised that a light machine with a high speed engine should be able to run through sands as easily as a heavier machine with a large and relatively slow speed motor, but M. E. Toepel said this was a fallacy—that when the speed of a high speed engine was reduced by sandy roads the difference of 200 or 300 revolutions meant a greater loss of power than did a corresponding reduction of a relatively slow acting motor. He himself rode a light machine, and believed an examination of it would prove that it had endured every whit as well as a heavier mount.

There was a general belief expressed that

a spring handle bar would add greatly to comfort, and that few riders appreciated the comfort of long wheel bases, rubber pedals and soft tires; the inclination was to inflate the latter too much. The fact that frames were generally too high for the comfort of short legged men was also remarked and wonder at the state of affairs expressed.

An Improved Leather Tanning Process.

A new tanning process has been invented, which, it is said, will reduce the cost of production and improve the quality of leather, particularly of leather which comes into contact with oil and has to bear much friction. This invention, which comes from Melbourne, has the advantage of being based on a process for which the material is a vegetable product obtainable in enormous quantities in Australia, and containing fully 95 per cent. of tannic acid. It is claimed for the process that every ounce of the material can be utilized, that the tanning extract or liquor does not sour, and can be used over and over again for years, and that the source of supply is not killed or even injured by the collecting of the material.

The Indian and the Motor Bicycle.

The American Indian appears to be taking to the ways of civilization in a manner undreamed of in the days of James Fenimore Cooper. Grant Patterson, a full-blooded Pinte, of Elko, Nev., learned to ride the bicycle several years ago. During the last week in September he visited San Francisco, where C. C. Hopkins, who was his bicycle instructor, introduced him to the motor-cycle. The Indian was a little nervous at first, but he soon got familiar with the new machine and was so proud of his ability to manage it that he had several snapshot photographs taken to prove to his Nevada brethren that he had mastered the latest thing in bicycles.

Tire Makers and Dealers at Odds.

The Austrian Cycle and Motor Dealers' Association has serious differences of opinion with the tire manufacturers, who refuse to restrict sales to the trade. The members of the association have therefore decided to make no tire contracts, and to purchase no cycles with tires, but to leave the choice to the buyer, whom they will try to influence in favor of foreign tires, or at least in favor of those manufacturers making their submission.

The Retail Record.

Monessen, Pa.—Bert Foust; burned out.
Schenectary, N. Y.—P. F. Ryan; sold out.
Allston, Mass.—H. E. Goodrich; new repair shop.
Davenport, Ia.—William H. Beenk; new repair shop.
Oregon City, Ore.—Huntly Bros.; discontinued bicycles.
H. I. H., the Crown Prince of Japan, and H. I. H., Prince Komastu, are among recent royal purchasers of bicycles.

YOUNG YIELDS; CURBS GO

Brooklyn Park Commissioner Forced by Cycling Pressure to Undo Damage.

It is no longer "Young's Private Gate." The Commissioner—Park Commissioner Young, of Brooklyn—has "come down." The curbs have been removed and it is no longer necessary for cyclists en route to and from Coney Island to dismount.

Announcement of Young's surrender was conveyed to the press on Monday in the form of this notice:

"After two weeks' careful observation of the conditions existing at the Ocean avenue and Lincoln road entrance to Prospect Park, it is found that the preponderance of cyclists is much in excess of pedestrians, equestrians and vehicles, and the Commissioner of Parks has ordered the curb to be cut so that wheelmen can cross the road without dismounting, but requests that riders use caution to avoid accidents at all crossings."

Alex Schwalbach, who inaugurated the movement against the Park Commissioner, which was taken up by the Associated Cycling Clubs of New York, received advance notice from a politician of the Commissioner's intention, and was present bright and early Monday morning, when the work of removing the curbs was begun.

The day before, a pleasant one, he had repeated his tactics of the previous Sunday, and counted more than 3,000 cyclists who were compelled to dismount because of the curbs erected across the cycle path by the Commissioner in front of the Park gate, which is nearest his residence and which he usually enters twice each day on horseback.

French Postmen Now Own Cycles.

The bicycles used by the collecting French letter carriers are henceforth to be their own property. Legally to effect this transfer of government goods to private individuals a form of sale had to be gone through. So postment and bicycles were grouped in a hall and each machine was valued and offered at a fixed price. The very low figure at which the bicycles were offered accounted for the fact that no man left without his trusty "wheel." About \$5 to \$10 seemed to be the usual price.

Expressed in English Equivalents.

To the novice in motorcycling French measurements, which are so often used in connection with motors and their accessories, are somewhat confusing. For measuring liquids, oils, etc., the litre is also frequently used. The following table of French measurements with their English equivalents are therefore of interest and worth committing to memory:

One inch equals 25.4 millimetres.
One foot equals 304.8 millimetres.
One litre equals 1¼ pints.
One pint equals .568 litres.

MOCK GETS 100 MILE RECORD

Turns Table on Kopsky—C. R. C. of A. Individual Century Run a Record Breaker.

Short lived was the 100 mile road record of 4 hours 53 minutes 40 2-5 seconds, made by J. Kopsky on Sunday, September 27. His club mate, Charles Mock, turned the tables on Kopsky on Sunday last, when the Century Road Club of America held its "individual record century" run, beating him on the sprint and putting up the new figures of 4 hours 51 minutes 55 seconds.

A record breaking list of entries is claimed for the run, the figures given out by the C. R. C. of A. being 206, as against the 156 of the Century Road Club Association's event of a week previous.

From the camp of the rival Century Road Club Association there promptly arose claims that the America's figures were padded; one man said he counted but 45 starters, but the America's have disproved this by submitting a list of 63 actual finishers; the actual number of starters, according to Henry Veit, was 126.

The run afforded fresh proof of the popularity of events of this character. Long before the hour of starting, Eastern Parkway, Brooklyn, was thronged with wheelmen, reminding one of the palmy days of the pastime and causing general remark. The start was made from Bedford Rest, the course being the same as used by the rival body—Bedford Rest to Massapequa, to Hicksville,

back to Massapequa and in to Bedford Rest over the Merrick road to Jamaica and then the Rockaway road and Broadway to Eastern Parkway. The race was started at 7.30 o'clock in the morning, and as is customary, all those who finished were entitled to a medal with the time made by them engraved upon it. There were twenty place prizes and five time prizes. The time prize winners and their net times were: Charles Mock, C. R. C. of A., scratch, 4 hours 51 minutes 55 seconds; Joseph Kopsky, C. R. C. of A., scratch, 4 hours 51 minutes 56 seconds; J. Eifler, C. R. C. A., scratch, 4 hours 51 minutes 57 seconds; William B. Ferguson, C. R. C. of A., 30 minutes, 5 hours; William Wilkins, Sunset Wheelmen, 30 minutes, 5 hours 1 minute. Mock's place in the order of finish was thirty-ninth, Kopsky's fortieth and Eifler's forty-first. John McWilliams, with a handicap of 2 minutes 30 seconds, won the race, his time being 5 hours 4 minutes.

Mock, Kopsky and Eifler had a hot sprint to the finish and crossed the tape lengths apart. The third time prize, won by Eifler, was the only prize won by an Association man; later he was disqualified for accepting outside pace.

Following are the first twenty-five to finish, with handicaps and net time:

	H'dcap.	Net Time.
	H. M.	H. M. S.
1. John McWilliams, C. R. C. of A.....	2 30	5 49 00
2. W. Davis	2 15	5 34 05
3. W. H. Wilkins, Sunset W.....	1 55	5 15 00
4. W. Van Den Dries, C. R.		

C. of A.....	1 55	5 32 00
5. J. Schuler, C. R. C. of A.	2 00	5 32 05
6. H. Diehl, C. R. C. of A.	1 50	5 46 15
7. Harry Early, C. R. C. of A.	1 35	5 25 15
8. Charles Webber, Sunset W.	2 00	5 50 17
9. George Henry, C. R. C. of A.	1 40	5 42 10
10. C. Ferris, C. R. C. of A.	1 55	5 54 10
11. A. Selle, C. R. C. of A...	1 40	5 45 00
12. O. Rosine, C. R. C. of A.	2 15	6 10 02
13. E. Groom, C. R. C. of A.	2 30	6 25 15
14. H. W. Gust, C. R. C. of A.	2 15	6 11 10
15. F. W. Pond, C. R. C. of A.	2 15	6 11 11
16. A. G. Armstrong, C. R. C. of A.....	2 00	6 11 50
17. L. Hamberger, C. R. C. of A.	1 50	5 01 05
18. C. S. Schnepf, Sunset W.	1 35	5 39 05
19. A. H. Perry, C. R. C. of A.	1 30	5 44 06
20. J. Chinard, Tiger W....	1 30	5 40 00
21. C. Gunther, Sunset W..	1 35	5 40 05
22. G. W. Seaward, C. R. C. of A.	1 55	6 05 06
23. W. C. Russell, C. R. C. of A.	1 35	5 40 15
24. J. A. Reid, C. R. C. of A.	1 50	6 01 55
25. E. Hoffer, C. R. C. of A.	1 30	5 47 50

Motorcyclist Knight Starts Next Week.

William J. Knight, the Chicago motorcyclist, who purposes making a circuit of the Western half of the continent, and the story of whose experiences will appear in the Motorcycle Magazine, starts on his long journey at noon on October 17. From Chicago he will follow the line of the old and historic Santa Fe Railroad to Los Angeles, Cal., thence up the coast to Seattle, Wash., returning to Chicago by way of the Northern Pacific route.

The Racing Men of Japan.



According to R. Sumi, the Japanese importer, who is now in this country, cycle racing is on the top wave of popularity in the Empire. The best tracks are in Tokyo and Osaka, but he says nearly every little town in the country possesses a coarse of

some sort. The mile record stands at about 2:25, the slow time being due to the sandy and poorly improved tracks that are the rule. No admission fee is charged, and as a result crowds of from 10,000 to 20,000 are common. The Racycle, which Mr. Sumi

handles, is a prime favorite, as the accompanying illustration testifies; it has won the amateur championship of Japan for three successive years; the one good reason why it has not annexed professional honors is because there are no professionals in Japan.

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NEW YORK, OCTOBER 10, 1903.

The Cities and the Country.

When we study the contrasts in the cycle trade, examine the lights and shades observable everywhere, and reflect seriously upon the vast differences that exist almost side by side, we cannot help feeling amazement.

In the big cities, almost without exception, cycling is more honored in the breach than the observance. The faithful few, as they may well be termed, remain true to their old love, and cycle assiduously and even enthusiastically. With them "Time does not wither nor custom stale the infinite variety" of the grand old pastime. Its charm is as great as it ever was, and it holds these devotees with "hooks of steel." But they form an inconsiderable minority of the general public, and are viewed with indifference or surprise by the latter. If we turn from this far from pleasing spectacle to the country districts we find an entirely different atmosphere. The bicycle has been adopted as

an essential and integral part of the body politic, as indispensable as the trolley car is to the urban resident. Scarcely a farm house is without its bicycle. Frequently two or more of them are kept in commission, used in place of the faithful Dobbin of a decade ago, and found as great an advance over the equine as the express train is over the Concord stage coach.

Between these two extremes come the villages, the towns and the small cities. As a rule, they lean toward the bicycle, making free use of it and finding it only slightly less indispensable than does the countryside. Yet here, too, the contrasts are wide. We find one town or city where the bicycle has fallen into a Rip Van Winkle sleep, waiting for some fairy with a magic wand to touch it and infuse it with new life. In another community, with the same class of residents, and located but a few score miles away, the bicycle will be seen everywhere, used indiscriminately for business and pleasure, recognized as an incomparable means of locomotion, cheap, speedy, ever ready. And so it goes the country over, the big cities and a town here and there turning a deaf ear to the merits of this modern wonder, while everywhere else its real worth is recognized.

Many reasons for this remarkable indifference in the congested centers of population have been advanced. The most plausible one is the presence of the all-pervading trolley car. Yet, with all its plausibility, this argument falls to the ground in the face of the presence everywhere of the trolley and the cycle, side by side, neither interfering with the other, in spite of the seemingly hostile nature of their operations. But if we admit that this argument is untenable we are left without an explanation to take its place, for all, or nearly all, the points urged against the bicycle in cities are equally applicable to the bicycle in the towns, and there they do not avail to restrict, much less prevent, its use.

Important as is the cause of the phenomenon, of much greater moment is the question of duration. The trade can get along fairly well without the big cities, as the events of the past year or so prove. The bicycle has become a staple article, and the extent of the market for it can be pretty accurately determined from season to season. But the difference between scattering sales in New York, Chicago, Philadelphia and similar populous centers and others of proportions commensurate with their size, is exactly the

difference between hard times and prosperity. With a sustained and evenly distributed demand all over the country an end would be put to the "lean years" we have been experiencing, and the industry would attain a thoroughly healthy condition.

All this being true, the obvious thing to do is to ascertain the cause of the decline of interest and apply the remedy—tasks not easy, as we all know.

We have more than once advanced the theory that cycling suffers because of its unfashionableness—real or assumed. It is not "the thing" to cycle, and the mass of people who make no pretence to being fashionable take their cue from the fashionable folk and do likewise. To come a little nearer to it, an immense number of people abstain from riding because others do not ride, because they cannot find congenial companions, which is, of course, another way of saying that cycling is unfashionable. There is a suspicion that this indifference owes a great deal to a counter indifference on the part of the trade, an indifference chiefly noticeable through the lack of effort to keep the cycle and cycling before the public. No one attempts to deny that publicity makes a pastime, just as the lack of it mars one.

That cycling is, in the vernacular, a "dead one," is a belief deeply impressed on many minds. The surest way to dispel this belief is to make it a "live one," to once more bring it to the front, to give it prominence through a systematic publicity campaign, and to reinforce its position as an indispensable vehicle of transportation by demonstrating that cycling is also a wholesome and delightful pastime. This fact was once well understood in the now-indifferent cities, and a re-awakening to the fact would accomplish much in the work of rehabilitation which must precede any marked increase in riding in these places.

There are not lacking indications that intelligent efforts looking to this end will be made during the 1904 season.

Long Cranks and Coaster Brakes.

It is taking a long look ahead, but there is reason for believing that the steadily growing popularity of the coaster brake will have an influence on the use of longer cranks.

At the present time general indifference on the subject of crank lengths prevails. The seven inch length has a long lead, of course. But a peculiarity of the matter is that few riders use anything longer than

seven inches, while a considerable number still pin their faith to the shorter lengths. There are very few riders who cannot get all the leverage necessary or desired by using a seven inch crank, while those who do not go in for high gears or who years ago acquired the knack of correct pedalling with six and one-half or six and three-quarter inch cranks are reluctant to change to a crank that renders a greater foot travel necessary.

The rider who uses a coaster brake undoubtedly finds less disadvantage in a long crank than does the rider of a fixed gear. The reason for this is obvious. Down hill the former coasts, while the latter pedals. Therefore, the latter is moving his feet rapidly without exerting power on the pedals, and at such time the longer the crank the more work he has to do. With the coaster brake rider, however, crank length is quite unmaterial at such time, for his feet are motionless, and it would not make a particle of difference whether the cranks were one inch or ten inches long.

If we turn to uphill work we find the coaster brake and the fixed gear rider on a perfect equality, the long crank being advantageous in both cases. The cranks are always in motion and every particle of leverage counts.

There remains only level riding. Here the pendulum swings slightly the other way—in favor of the fixed gear rider. Long leverage is not required. But neither is it a marked disadvantage, unless high speed is sought, and as the present comparison is made to apply to the average rider, high speed does not enter into the matter.

To recapitulate, therefore, with long cranks the coaster brake rider has a marked advantage down hill, the fixed gear man a slight one on the level, while there is no choice between them on the up grades. As it has been down hill that long cranks have given the most trouble it is plain that the man who wants a longer crank for uphill work, and is deterred from adopting them by the thought of the down grades would, if he changed to a coaster brake machine, find this objection entirely removed. Similarly, a coaster brake rider, who has been using the same length crank as with his fixed gear wheel, will find that he can lengthen it slightly to advantage and without any attendant disadvantage.

Effect of Organization.

The speed with which the cyclists of New York and Brooklyn brought Park Commis-

sioner Young to his senses and compelled the removal of the curbs which he had erected and which broke the continuity of the cycle paths to Coney Island is evidence of the benefit of opposition.

Mr. Young's antagonism was just enough to rouse the cyclists and cycling organizations from the apathy begotten by long years of fancied security, and once aroused they made short work of the leather merchant who would to Congress go. Individual effort and publicity contributed to the result, but that the pressure of the Associated Cycling Clubs of New York was a potent factor is not to be gainsaid. The politician fears nothing so much as organized opposition. Mr. Young has all the earmarks of a politician, and he shares the politician's fears. He can read signs when he sees them, and he read this particular sign rightly.

It is only when such occasions arise that the need of such organizations as the Associated Clubs is felt. It shows why they are worthy of support and why their existence is of value to the entire cycling interests.

The proposal that the cycle paths be removed from the new East River Bridge is another serious blow at cycling—more serious and more far-reaching than half of those who ride bicycles or who make or sell them appreciate, and if it were not for the cycling organizations there is small doubt as to what would happen. As it is, it is certain that the gentlemen responsible for the proposal and the others who must sanction it before it can be consummated will have "cause for pause" before they dare tread so hard on the cycling corns.

Experience has shown that whatever may be the merits of boards of directors as counsellors and advisers, they do not possess that prompt judgment that is so often needed in emergencies, says the Iron Age. If in much counsel there is much wisdom, there is also much delay, and while undue haste is bad, unreasoning hesitation is even worse, for mistakes may be remedied, but lost opportunities do not present themselves again.

It is a trite saying that "Councils of war never fight," and it is recorded that Napoleon never submitted his judgment to that of his marshals. He listened to their advice, and then took the decision upon himself. If a reckoning be made of the most successful concerns in this country, especially among manufacturers, it will be found that almost without exception success has been due to the dominating influence of one master mind, who has impressed his individuality upon the concern and imparted his spirit to its members. He often has associated with him an equally strong character, dissimilar, yet of like nature, thus forming the needed complement.

HALL'S HOUR RECORD

His Performance, 52 Miles, 500 Yards, Brings the Mile-a-Minute Man Nearer.

It transpires that the hour record by Hall, briefly noted in last week's issue, was 84 k. 140 m., equivalent to 52 miles, 500 yards. This works out an average of each mile in 1:09, and is, of course, world's record.

Hall's remarkable performance was made last month at the Parc des Princes track at Paris, where the Englishman met the chief European cracks in a one-hour race. Contentet began the record breaking at five kil. (3 miles, 188 yards), which was covered in 4 minutes 12-5 seconds, and remained among the records up to 11 kil. Hall, paced by Cissac on a powerful motorcycle, then went ahead, riding 26 miles 675 yards in the half-hour; 50 miles in 57 minutes 2-3-5 seconds; and 84 k. 140 m., 52 miles 500 yards, in the hour.

On the same occasion, Maurice Fournier won the world's motor bicycle championship at 1 kil. in 5 minutes 55 seconds (6 miles 376 yards)—record, nearly 63 miles per hour.

It was only a few weeks ago that the coveted 50 miles in the hour on a pedal driven bicycle was attained, and yet several cuts have been made since. Hall's ride indicates that the even time record—60 miles in 60 minutes—is within measurable distance. With the advantage afforded by the wind shields used in French paced races such a performance seems quite possible, once the proper effort is made to accomplish it.

"Tommy" Hall is an Englishman who raced in this country for several seasons without any very great success. Of late he has devoted himself to paced racing on European tracks, and has shown remarkably improved form.

C. R. C. A. Gets Brooklyn Club House.

The Century Road Club Association has finally inaugurated its Brooklyn clubhouse and with it a Brooklyn Division, of which L. V. D. Hardenburgh is president and W. H. Latham, secretary-treasurer. The clubhouse is located at No. 983 Eastern Parkway; the place was entirely renovated before its new occupants moved in, and is well adapted to their needs and close by the roads which they frequent.

Will Reorganize the Club.

Corinthian Castle, Knights of the Golden Eagle, Asbury Park, N. J., has decided to reorganize the bicycle club connected with it, which was so active in former years. At a meeting held last week officers were elected and a series of runs planned. A race, open to members only, was also arranged for Thanksgiving Day.

Work out your own salvation—listen to the advice of others, determine for yourself, and above all, do things, even though you are liable to make mistakes, is the good advice of Printers' Ink.

NELSON WINS AT HILLSIDE

De Guichard's Chances Spoiled by His Losing Pace and He is Badly Beaten.

Basil de Guichard looked like a winner in the five-mile motor paced race at the Hillside track, Belleville, N. J., last Sunday, but Joe Nelson beat him in straight heats. The race was the feature of the afternoon's sport. In the first heat the Frenchman led the little Swede for four miles, and successfully staved off the latter's attempt to pass him when a spurt was made with that object in view. On the first lap of the fifth mile De Guichard lost his pace when Nelson went ahead and maintained his lead to the finish, winning by fifty yards, his time being 8:48 3-5. The second heat showed De Guichard in the lead until in the second mile he lost pace and was passed. From that on Nelson had things his own way, and on the bell lap he lapped De Guichard, who had lost pace repeatedly. Nelson's time in this heat was slow as compared with the other, being 9:31 3-5.

James Zanes won both the amateur events. In the final of the handicap Ernst, Fogler, Glasson and Billington failed to overtake the long markers.

E. L. Blauvelt and R. H. Burt, both of Newark, contended in a five-mile automobile race, which was won by Blauvelt. Summary:

Two-thirds Mile, novice—Won by C. Sherwood, New York; Eugene Stiles, Morristown, second; J. Gold, New York, third. Time, 1:40.

Two-thirds Mile, open, amateur—Won by James Zanes, Newark; George Glasson, New York, second; A. C. Spain, Bloomfield, third; Teddy Billington, Vailsburg, fourth. Time, 1:40 1-5.

Two-Mile Handicap, amateur—Won by James Zanes, Newark (60 yards); Oliver Dorlon, Manhattan Beach (30 yards), second; David McKay, Newark (180 yards), third; O. E. Schantz, C. R. C. A. (60 yards), fourth. Time, 4:49 1-5.

Five-Mile Automobile Race, between E. L. Blauvelt, Newark, and R. H. Burt, Newark—Won by Blauvelt. Time, 10:07 2-5.

Five-Mile Motor Paced Heat Race, between Joe Nelson and Basil de Guichard—Won by Nelson in straight heats. Time of first heat, 8:48 3-5; second heat, 9:31 3-5.

Baltimore Aims to be a Racing Centre.

Bicycle racing is a sport which appeals so strongly to popular favor in Baltimore that a project is on foot for the erection, within a mile of the most populous section, of a building for indoor racing, with a track of six or eight laps and accommodation for about 15,000 spectators. C. Ross Klosterman, Albert Cassidy and J. Frank Eline, with other capitalists are interested in the project. Of course it is hoped to make the track the fastest in the country.

Should the project be carried out an effort will be made to have the building ready by

January, and to make that and the following month busy ones in the local history of cycle racing. It is argued that there is ample encouragement for the project as the attendance upon the recent races at Electric Park was very large, in spite of the uncomfortably cold weather which prevailed and the distance which had to be travelled to reach the track.

In connection with the project there is talk of a big international six-day race in which it is thought the European stars who appear at Madison Square Garden, New York, in December can be induced to par-

Edouard Taylor Passes Away.

News has been received of the death last month in Paris of Edouard Taylor, the well-known French racing man. He had been ill for a long time, and the end, which was due directly to an attack of pneumonia, was not



NEW YORK BRANCH: 214-216 WEST 47TH STREET.

unexpected. He was only twenty-four years old.

Taylor was well known in this country as well as abroad, having raced here during several seasons. He was a pace follower, and at one time gave promise of reaching the topmost round of the ladder, having, in 1899, won the middle distance championship of France. He was nearly always unfortunate in the matter of pace, however, and never seemed to be able to get going just right while on this side of the water. His last appearance in this country was in the summer of 1902, and he retired permanently in October of that year.

Motorcycle Race at Grand Rapids.

A match race for motorcycles was one of the events at the automobile meet at Grand Rapids, Mich., on September 26. Paul Stamson, of Muskegon, and W. S. Daniels, of Grand Rapids, were the contestants, and the distance was ten miles. The start was a flying one. Stamson won by a mile, in 19:27. He rode an Auto-Bi.

ON THE BALTIMORE TRACK

Races on Two Days With a Victory for Nelson Over De Guichard on Each.

Baltimore had a race meet at Electric Park on September 29, which was so disappointing in some of its results that a second one was held on October 3. Joe Nelson won the honors on both occasions. The track is one of the old dirt affairs, with a circuit of half a mile.

The principal event of the first meet was a ten-mile motor paced race between Nelson and Basil de Guichard, which was an exciting contest for two miles, the two men being on even terms. Then De Guichard got a slight lead and held it to the fifth mile, when his pacing machine went wrong and Nelson passed him. After that Nelson took things easy and won by more than an eighth of a mile in 17:34.

Bobby Thompson, J. Hunter and Robert Schultz on big motorcycles, contended in a three-mile race, which Hunter won in 4 minutes flat.

Robert French beat Robert Atkinson in a two-mile match race on motorcycles, leading by half a mile at the finish.

Chic Thomas won from Sam Fertita a two-mile motor paced race, in which he had the best of it from the start, Fertita losing place on the first turn. Thomas made the two miles in 4:07.

At the meet on October 3 Joe Nelson beat Basil de Guichard again, this time in a five-mile motor paced race. He led from the start and won by two-thirds of a lap in 9:25.

Hunter, Thomas and Schultz had a second contest on their big motors, the distance on this occasion being five miles. Hunter was again the winner, his time being 8:21.

San Francisco Wheelmen's Picnic Run.

The first of a series of outing runs given by the San Francisco Cycle Board of Trade took place on Sunday, Sept. 27, and was a huge success. About four hundred wheelmen participated in the outing, which took the form of a picnic run to Bohemian Grove in Redwood Canyon, near Mill Valley.

The riders commenced leaving San Francisco on the 7 o'clock boat, and every boat thereafter carried more or less, the majority going by way of Sausalito, although some went by way of Tiburon. There were single machines, tandems, motor bicycles, motor tandems, two invalid wheel chairs and one automobile, the latter, through the kindness of a leading bicycle firm, being thoroughly fitted up with spare tires, handlebars, wheels, sprockets, wrenches, etc., for the benefit of riders who broke down on the way. The drivers and machine were decorated with the red hospital cross. In spite of the heavy fog every one enjoyed the day.

"How to Drive a Motorcycle." See "Motorcycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York. ***

The Yale—

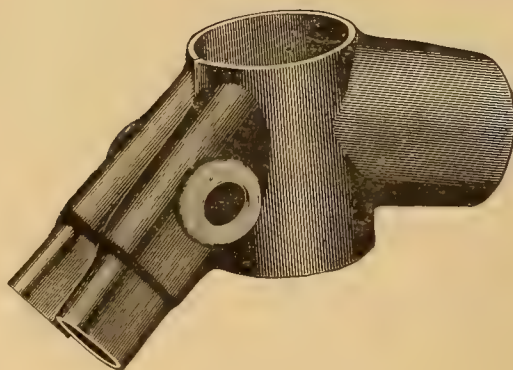
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FRENCH MOTORCYCLE TESTS

Designed to Prove Cylinder Capacity but Created Other Points and Another Contest.

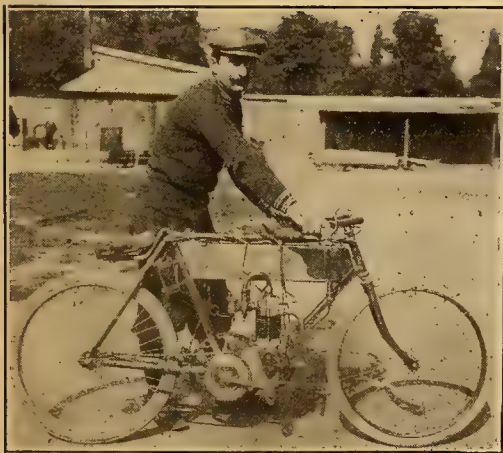
Paris, Sept. 24.—The evolution of the motor bicycle has become such a striking feature in road locomotion, to the extent that it promises before very long to entirely supersede the pedal bicycle for long distance riding, that it is not a little curious to find what little real advance manufacturers have made in the application of power to the two wheeled machine. Until quite recently all the bicycles had settled down to a fixed pattern. The old question of the position of the motor has been decided in favor of the low down engine, either fixed vertically in the place of the crank hanger or inclined on the down tubes, and except for a few progressive makers all the builders of motor bicycles have adopted the belt transmission. They have also come to the conclusion that $2\frac{1}{4}$ horsepower is about the maximum that

comparative results, and what the trade has long been wanting are tests in which all the bicycles are running under the same conditions, so that the performances of the different types of machine can be compared. This has at length been afforded by the tests carried out this week on the Parc des Princes track under the name of the Quart de Litre Criterium.

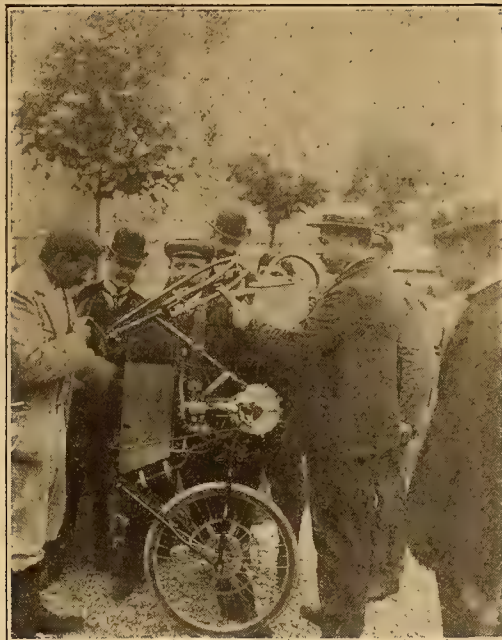
The basis of these tests is the giving of a maximum cylinder capacity of a quarter of a litre, or 250 cubic centimeters, which is equivalent to .44 pint, and at the usual speed of motors represents a little more than $2\frac{1}{2}$ horsepower. The idea was that by plac-

easy enough to get the cylinder capacity with sufficient accuracy. Most of the competitors, however, objected to water being put into their motors, and the engines were consequently taken apart and the cylinders measured mechanically. All the motors were very near the quarter of a litre limit, though there was a good deal of variation in the ratio of bore to stroke. As a rule, makers adopt a bore of 66 millimetres and a stroke of 73 mm., but others had 67 and 70, respectively, and, in fact, builders of motor bicycles are far from having settled down to a fixed ratio.

The most conspicuous thing about the machines was the great preponderance of the belt. There were no fewer than fifty-six belt driven bicycles and only fourteen chain, four bevel gear and three direct drive. As to the belt machines it is not necessary to say much, as they all follow the usual design, with the vertical motor either clipped



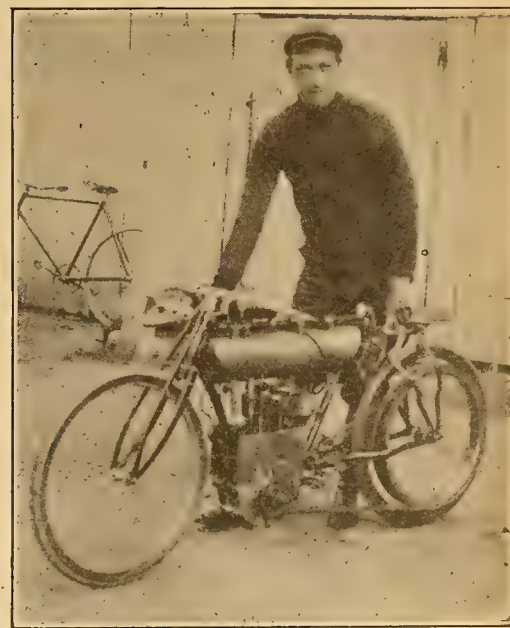
The Magali.



How the Cylinders Were to Have Been—but Were Not Measured.

ing all the bicycles on an equality as regards motive power it would be possible to test the merits of the different systems of transmission, but, as events proved, the calculations were rather upset by the way in which makers increased the powers of their motors. The tests did not altogether clear up the points they were intended to elucidate, but they raised questions of a still more important character, so that the trials were more interesting than had been expected.

That the competition filled a "long felt want" was proved by the readiness with which makers sent in entries. These reached such a large total that it was found necessary to run off six heats and a final, there being an average of a dozen competitors in each heat. The distance of the race was 100 kilometers, or 62.1 miles. Previous to each event the motors were measured. It was at first intended that this should be done by measuring the cylinder capacity with a liquid. The method of doing this was to remove the sparking plug and screw into its place a graduated glass containing rather more than a quarter of a litre of water. On the piston being brought to its lowest limit of travel the water fell in the glass, and on bringing the piston back again the water rose, so that by calculating the difference between the two levels it was



The Griffon (Second.)

can be conveniently used for touring machines. It is true that there have been a great many little improvements in the way of making the motor bicycle thoroughly reliable, but in its general lines it differs in only a small degree from the earlier types.

The truth of the matter is that although the motor bicycle has come into such general use very little is known about it. How many makers can give a practical opinion upon the relative merits of high and low speed engines, and how many can state the percentage of power absorbed by belt, chain, bevel gear or other transmissions? Everything depends upon a satisfactory answer to these questions, for if the high speed engine is practicable we can have lighter and smaller motors, and if it be found by experiment that one system of transmission is better and more economical than the others, makers will be able to study the best means of applying this knowledge. So far they have not had much opportunity of acquiring scientific data. The tests held from time to time have not been conclusive because, with such a considerable variation in the powers of motors, it was difficult to get

on the rounded bottom of the frame or else carried in a bracket on the ends of the down tube and diagonal. The inclined position was only represented by the Clement and one other. The belt drive does not offer much variety either in the position of the motor or in the transmission of power, so that this type of bicycle must necessarily preserve a certain uniformity. The employment of the chain gives more scope for new devices owing to the necessity of interposing a spring coupling to take off shocks from the back wheel, which has a tendency to slip under the effort of starting, and also with the varying speed of the motor, thus introducing a dangerous element on greasy roads and causing a rapid deterioration of the tires. Two methods are usually adopted for compensating for the want of elasticity in the chain, either by coupling the back chain wheel with the hub by springs, or else introducing into the driving sprocket a friction disk regulated for the effort it is required to resist under normal conditions of running. What is really wanted in a chain driven bicycle is a satisfactory clutch. There were two machines employing

THE BICYCLING WORLD

TYPES OF MOTOR BICYCLES USED IN THE FRENCH CUBIC CAPACITY TRIAL.



1. The Georgia Knap, the Winner.
4 The Peugeot.

2. Lurguin & Coudert.
5. The Antoine.

3. The Moto-Cardan (Bevel Gear).
6. The Griffon.

clutches—the Rivierre, which made a very poor show in the tests, and the Magali, this latter being an entirely new device of an interesting, though it is to be feared impracticable, character. The motor occupies the usual position at the bottom of the frame, and the crankshaft gears on a toothed pinion running loose on the pedal axle. It is clutched by a disk with square projections on its circumference. To this sliding disk is connected a flat spring, which is kept outwards by a cam between the spring and the tube, the cam being turned by a rod with a small hand wheel projecting above the top tube of the bicycle. In this position the motor is out of gear. To put it in gear the cam is turned to allow the disk to spring back inside the toothed pinion, which carries internal indentations corresponding to the projections on the disk. On the opposite end of the pedal axle is a sprocket connected by a chain with the sprocket on the driving wheel, inside of which are a pair of friction disks. The arrangement is intended to give every convenience to the cyclist, and with high powered engines it would probably be satisfactory, but with engines of $2\frac{1}{2}$ horsepower and less it is obvious that no transmission can be a success which absorbs any large percentage of the engine power, as appeared to be the case with the Magali. It certainly did not show much speed in the tests, and failed to go through its heat.

The Magali is an example of complication resulting in loss of power; the Knap goes to the other extreme, and is the simplest form of bicycle it is possible to design. This bicycle is not the outcome of haphazard experiment, but has been carefully conceived by a man who has given several years to the study of motor bicycles. M. Georgia Knap is, in fact, one of the leading authorities on small motors, though so far his ideas have not found much echo in the world of motorcycling. It was only a few weeks ago that it came into prominence by winning an hour race—the first in which it had taken part, and this success has been followed up by a victory in the Criterium under circumstances that certainly tend to prove the soundness of M. Georgia Knap's ideas. As there is so much loss in transmission, why not, he says, suppress the transmission altogether? And he has done so after the manner of the tricycle by clipping the motor to the back stays and gearing direct on to the driving wheel. The motor has two connections, one on the down stay and the other on the bottom fork. The engine practically hinges on the top connection, so that by loosening the lower bolt it can be swung back away from the toothed pinion, either for putting the motor out of gear or for changing the smaller pinion, according to the gear required. As everything is rigid, there must, of course, be a flexible coupling between the motor and the driving wheel, and this is provided by a series of springs inside the large pinion working under compression and traction. The simplicity of the mechanism is carried still further by the suppression of the carburetter, which is replaced by a vaporizer

consisting merely of a tube in which the gasoline is sprayed and mixed with air in the desired proportion. This method has the advantage of keeping the mixture uniform and contributing to the regularity of the motor, and at the same time the running of the engine is not much affected by any difference in the density of the gasoline. In fact, it will run better with a heavier than with a lighter spirit.

The only other novelty among the competing machines was the Moto-Cardan, with bevel drive, the Minerva motor being placed transversally in the usual position at the bottom of the frame and driving in a direct line through the medium of a friction clutch and a universal jointed shaft to a bevel wheel on the driving shaft. The bevel gear has been such a failure on pedal bicycles that makers have hesitated about applying it to the motor machine, but the performances of the Moto-Cardan in the tests undoubtedly show that the bevel gear has not been receiving sufficient attention. This machine was very fast, but the men who rode it were perhaps a little reckless, or else did not have enough experience in track racing, for in nearly every heat the Moto-Cardan came to grief through accidents of some sort or another. Water cooled engines were only represented by the Doué, which would have probably qualified for the final if time had not been lost through stopping to fasten the gasoline tank, and there were one or two motors with water cooled heads. The two cycle engine was represented by the Bichrone and the Corméry, but neither was specially remarkable for speed. Nearly all the bicycles were fitted with wood rims for the sake of weight and light tires. As this was purely a test of machines, the pedals and chains were removed, and the weight carried had to be a minimum of seventy-five kilos; the rider being required to make up the difference in dead weight if necessary.

It had been supposed that with all the motors developing something like the same power there would be some very close racing, and when in the various heats some of the machines simply left the others and lapped them time after time with the greatest facility it was evident that the makers were getting more out of their motors than was represented by the dimensions. Instead of running at 1,800 revolutions, some of the motors were running at 2,800 and even 3,600 revolutions—that is to say, just double what has always been regarded as the highest practicable speed. Thus, instead of being solely interested in the transmissions, we found ourselves confronted with a problem in motors. Would the engines be able to run continuously at such speeds for more than an hour? There were three things to be considered—the efficiency, the consumption and the lubrication. The efficiency cannot be tested on a smooth track where the motor is running continuously under a light load; the consumption requires special tests, and it would be interesting to see how far this is affected by any possible imperfect combustion at very high speeds. The lubrication

was done by means of force pumps, which evidently would not be practicable on the road. On the track the lubrication was satisfactory, and despite their extremely high speeds the majority of the motors gave no trouble at all.

The fastest motor was the Peugeot of Lanfranchi. All the other Peugeots were chain-driven machines, and none of them went through their heats, from which it may be possible to draw conclusions, though perhaps not altogether safe, as to the incompatibility of chains with very high speed engines. Lanfranchi had a belt transmission, and he beat the world's record by covering 44.77 miles in the hour, and the 100 kilometres (62.1 miles) in 1 hour 23 minutes. In the final he was lapping the others with such facility that he seemed to be having matters his own way when he was stopped by a flat tire, and afterward he had further trouble, apparently with the motor. The Griffons had also very high speed engines. They far outnumbered those of any other make, and won four out of the six heats, but in the final they showed up nothing like so well as they did in the previous races, with the exception of Jacquelin, who met with some trouble, and it may be assumed that the engines were beginning to feel the effects of the work put upon them. This, however, is by no means certain. The fact remains that the extremely high speed motors failed in the one quality necessary for long distance racing—regularity. While in the final Lanfranchi, Jacqueline and others had to stop occasionally, the Knap direct drive bicycle did its laps from start to finish without a falter, and, though less speedy than the Peugeots and Griffons, it won because it was more reliable and regular. This same quality was observable in the Belgian machine, the Antoine, which was winning the final when it was put out of the race by a punctured tire twenty laps from the finish. In fact, the belt driven Antoine and the Knap direct drive machines were running at almost exactly the same speed. How, then, are we to conclude as to the superiority of one system of transmission over another? The bevel driven machine, Moto-Cardan, was very fast, probably as fast as any of them with the exception of Lanfranchi's Peugeot, but it met with terrible hard luck. The final results were as follows:

Georgia Knap (Mignard), 1:31:11 2-5.
Griffon (Champoiseau), 1:34:15 3-5.
Griffon (Jacquelin), 1:34:31.
Griffon (Louvét), 1:41:40.
Griffon (Demester), 1:54:52.
Werner (Bucquet), 2:22:22.
Lurquin et Coudert (Mathieu), 2:53:31.
Griffon (Bonevie), 2:19:34.

The Quart de Litre Criterium has been a success for the direct drive bicycle and for the belt transmission, and it has been a triumph of regularity over mere speed, but it cannot be said to have proven anything, because luck entered so much into the results of the race. The only thing conclusive is that the motor is capable of running at upwards of 3,000 revolutions a minute for more than an hour without giving trouble. This points to important developments in the way of designing light and fast motors specially suited for bicycles, and with a view of seeing whether these high speed engines will run in definitely it has been decided to organize another race on similar lines over a distance of 500 kilometres, or 310 miles.

HIGH-GRADE BICYCLES —AND— COMFORTABLE ONES

are now coming into their own; the tendency was never more clearly defined.

All who take the trouble to investigate will discover that

THE PIERCE POLICY

always was "high-grade bicycles and comfortable ones."
In the PIERCE bicycles quality and comfort have always gone hand in hand.

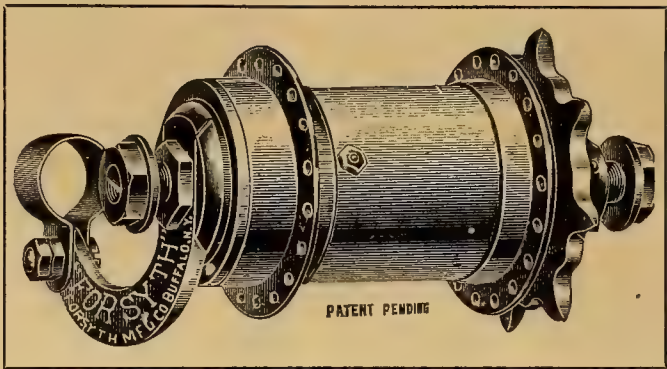
THE GEORGE N. PIERCE CO.

BUFFALO. DENVER. OAKLAND.

Also Makers of

Pierce Motorette and Arrow Motor Car.

WE CALL IT THE FAULTLESS FORSYTH



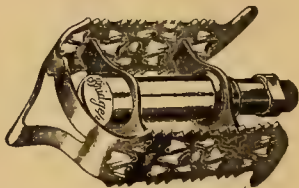
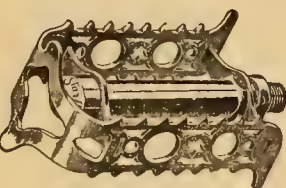
because we believe the designation is well deserved.

Would you know why?

FORSYTH MFG. COMPANY
BUFFALO, N. Y.

B.G.I. PEDALS FOR 1904

NOW READY



These famous Pedals have surely worked their way to the front. What has overcome all competition? B. G. I. QUALITY which is better than ever in 1904.

HIGH GRADE BICYCLES REQUIRE HIGH GRADE EQUIPMENT

Every Maker, Jobber, Dealer and rider knows that B. G. I. PEDALS are Standard.
Use them and avoid explanations.

THE BRIDGEPORT GUN IMPLEMENT COMPANY
313-317 BROADWAY, NEW YORK CITY

The Year 1904

will still further advance the increasing demand for cycling comfort, that has marked the season of 1903. Appreciating the fact we will be prepared to supply

Yale Bicycles

equipped with

Persons Saddles

of which the



OLD COMFORT

is a splendid specimen.

There is nothing questionable about either its quality or its comfort; it is rightly named. If **YOU** are among those who sell bicycles or ride them and realize the trend of the times the combination of

Yale Bicycles

and

Persons Saddles

is one that should quickly appeal to you.

KIRK MFG. CO., Toledo, Ohio

Table of Motor Measurements.

Although the horsepower varies with the speed of the motor, the following table, although based on a speed of about 1,500 revolutions per minute, is of value for reference because of the equivalents of millimeters and inches and the cubical capacity of cylinders:

Bore in mm.	Stroke in mm.	Bore in inches.	Stroke in inches.	Approx. capacity in cubic in.	Should develop on brake.
63	63 1/4	2 1/4	2 1/2	12 1/2	1.25
63	67	2 1/2	2 5/8	12 3/4	1.27
63	70	2 1/2	2 3/4	13 1/2	1.35
63	77	2 1/2	3	14 3/4	1.47
66	70	2 9/16	3	15 1/4	1.52
66	77	2 9/16	3	15 1/4	1.52
67	67	2 5/8	2 5/8	14	1.4
67	70	2 5/8	2 3/4	14 3/4	1.47
67	73	2 5/8	2 7/8	15 1/2	1.55
67	77	2 5/8	3	16 1/4	1.62
70	70	2 3/4	2 3/4	16 1/4	1.62
70	73	2 3/4	2 7/8	17	1.7
70	77	2 3/4	3	17 3/4	1.77
72	77	2 13/16	3	18 1/2	1.8
73	73	2 7/8	2 7/8	18 1/2	1.85
73	77	2 7/8	3	19 1/2	1.95
73	80	2 7/8	3 1/8	20 1/4	2.02
77	77	3	3	21	2.1
77	80	3	3 1/8	21 3/4	2.17
77	83	3	3 1/4	22 3/4	2.27
78	78	3 1/16	3 1/16	22 1/2	2.25
80	80	3 1/8	3 1/8	23 3/4	2.37
80	83	3 1/8	3 1/4	24 3/4	2.47
80	86	3 1/8	3 3/8	25 1/2	2.55
83	83	3 1/4	3 1/4	26 3/4	2.67
83	86	3 1/4	3 3/8	28	2.8
86	86	3 3/8	3 3/8	30	3.0

Deserts Railroad for Motorcycle.

J. L. Warwood, a travelling salesman for the Kennedy-Suffel Company, wholesale druggists, of Green Bay, Mich., uses a motor cycle in making his trips instead of a railroad train. He first tried the machine as an experiment, but it proved so successful that he decided to abandon travel by rail altogether. He says that he makes fully as good time in the end on the cycle as on the train.

RIDE A

Cushion Frame

MODEL.

The Highest Grade

OF BICYCLE CONSTRUCTION AND THE MOST

Luxurious Bicycle Made

ALL DEALERS.

While other makers offer

WORDS

to sell their

MOTOR BICYCLES

we present

PERFORMANCES

to sell the

INDIAN

Official records prove our claims and show Indian supremacy and they are the records not of a lone-some rider or occasional event but of many riders in many events.

Look up the records. We'll help you if you require help.

HENDEE MFG. CO.

SPRINGFIELD, MASS.

Naval Officer's Lever Driven Bicycle.

One more attempt to utilize the lever as a method of bicycle propulsion has been made. A patent on a safety bicycle so driven has just been granted to Medical Director A. F. Price, head of the surgical department at the Brooklyn Navy Yard. It is said that Dr. Price has completed his invention, on which he has been at work for more than eighteen years, and taken out his patent more for his personal gratification than with the idea of utilizing it commercially, which is, on the whole, fortunate. Several years ago he built a bicycle embodying his principle for the application of power, and found that, unlike many of the pet schemes of the amateur inventor, it worked out all right in practice. Since then he has made various modifications and improvements that are embodied in the patent he has just received from Washington. In the machine the power applied to the pedals acts directly on the hub of the driving wheel, instead of being transferred by the ordinary chain and sprockets.

This is accomplished by means of two levers, through which the pedals acts on a crank pin located on each side of the hub of the rear wheel. The shorter wheel base made possible by doing away with the chain and sprocket is obtained by reversing the position of the front fork, making it bend inward instead of outward. The inventor believes that this will make the wheel trail easier.

Speaking of the advantages of his bicycle over the types now in use the doctor said: "The application of the power directly to the hub does away with the cross thrust on the frame that is inevitable when the power is applied to a sprocket suspended between the wheels. This cross strain tends to throw the wheels out of line with the frame. By driving on each side of the frame alternately the forward thrust on the bearings is equalized and no longer one-sided."

Dr. Price has patents pending on a gearing for speed, coaster brake and changeable gear, all specially fitted to apply to his type of bicycle.

New Methods of Soldering Aluminum.

A new process of soldering aluminum has been patented in this country. By this method the soldering is effected, says the American Machinist, in two operations without the use of acid or other flux, and by means of soldering metals having approximately the same electro-positive character as the aluminum itself, for the purpose of avoiding any galvanic effects at the place of soldering.

First, the soldering surfaces are filed clean, and a thin layer of zinc is spread upon them under the application of heat—for instance, by using a soldering lamp, electric current, or the like, and simply rubbing a strip of zinc along the surfaces. A thick even layer of an alloy of 1 part of aluminum and 2½ parts of zinc is now spread on the soldering surfaces, which are then pressed against each other and heated until the alloy be-

gins to melt, while impurities and superfluous soldering material are removed by rubbing the two parts against each other, whereupon the soldering is finished.

The solder intimately combines with the aluminium of the soldering surfaces, chemically as well as mechanically, and the soldered joint may be treated as solid aluminium in forging.

Copper Plating With Cyanide.

It is said that for copper-plating iron or steel satisfactory results can be obtained by the use of the cyanide bath. This is made as follows, viz.: Dissolve ½ lb. of sulphate of copper (blue vitriol) in 1 quart of water, and allow to cool. Add sufficient ammonia to dissolve the precipitate formed, and produce a clear blue solution. Add 1 quart more of water, and next a strong solution of cyanide of potash, until the blue color disappears and the solution has a yellowish brown tint. This bath works best at a temperature of about 120 degrees Fahr.

What Causes Iron Rust.

Rust on iron is purely the result of chemical action, and there is no "vital principle" involved in its production, as there is in the growth of fungus. It has been shown that nothing else but oxygen and moisture is required to make iron rust; even a trace of carbonic acid is unnecessary to start the action.

The Story of a Swede.

Not because it is true, but because it is diverting and shows the manner of stuff that is now being written about bicycles, this extract from a New York daily paper is worth reprinting:

"There is still a good deal of money in the bicycle business," said a dealer in sporting goods not far from Herald Square. Noticing the smile with which this apparent paradox was received, the dealer went on to explain:

"I don't mean exactly," said he, "that the money comes from New Yorkers, but it gets into their pockets just the same. I learned of this only by accident. A young Swede who kept a bicycle repair shop was arrested for receiving stolen wheels from boys, and it developed that he made a business of fixing old bicycles up and shipping them to Sweden, and he said there are many others in the business.

"He has relatives in Sweden and they sold the wheels at a big profit. The youth here has made a lot of money and managed to get out of his scrape. He is still in the business and expects to have enough soon to enable him to go back home.

"It seems the bicycle fad reached Sweden and Norway only lately, and there are not enough factories to supply the demand. The prices charged are high, and the relatives of the Swede are able to sell cheaper than the manufacturers and still make a handsome profit. Bicycles that can be purchased here for \$15 cost \$75 and \$100 in Stockholm."

You can stake your reputation

on your bicycle with much more confidence, if you exercise good judgment in selecting the material needed in its construction.

First of all there's the tubing—and repeated tests prove that

Standard Seamless Tubing

"stands up" better, finishes better, and is better all round than any other tubing—then the

Front and Rear Forks, Stays, Fork Stems and Seat Posts

made from this good tubing, will prove their worth by the satisfaction they will give.

Should you not look well into this before deciding? Should you not get our prices and samples?

Better write us today.



The Bicycling World

AND MOTOCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVIII.

New York, U. S. A., Saturday, October 17, 1903.

No. 3

KIRK AND SNELL UNITE

Long Allied, They Become One Company and Engage in Big Deal in Motor Bicycles.

One of the most important trade changes that has occurred for a long time was effected this week, when the Kirk Manufacturing Company and the Snell Cycle Fittings Company were made one under the name The Consolidated Manufacturing Company, with a capital of \$600,000. The officers are E. P. Breckenridge, president; Ezra E. Kirk, vice-president; J. R. B. Ransom, secretary, and A. Wilbur Colter, treasurer. These, with the addition of E. W. Tollerton, a prominent railway attorney, constitute the board of directors.

The move is a natural one, for, as the trade generally is aware, the two concerns were so closely intertwined as to be practically one, though the individuality of the products was carefully maintained; and, it is needless to say, this wise policy will be continued, the management remaining absolutely the same.

The change was brought about chiefly through the necessity of providing additional capital, due to a rapidly growing business and the natural advantages to be derived from a consolidation of interests.

On the heels of the announcement, and rivaling it in importance, is the news that the new company has acquired the rights to, and will manufacture, what will be known as the Yale-California motor bicycle, heretofore made and sold by the California Motor Company, of San Francisco.

This deal was consummated on Monday with President L. H. Bill, of the California Motor Company, who had been in Toledo for a week or more. The taking up of the motor bicycle by such a prominent and powerful company, with their immense channels of distribution, will give an added impetus to an industry that has already been left too long to struggle for bare existence, but for which brighter days have been assured.

The factory of the California Motor Company will be closed, the important machinery, etc., shipped to Toledo, and with it will

go the men who built the machine that has made such an enviable record in the Coast country. L. H. Bill, however, will remain in San Francisco, where the California Motor Company will retain the coast agency.

The regular bicycle business of the Consolidated Manufacturing Company will be pushed even more vigorously than before, if such a thing is possible, in the belief that the prospects for the coming year look exceedingly bright. In spite of drawbacks, such as weather conditions, etc., the past year is said to have been the most prosperous in the history of the allied companies, and, with the elimination of some of the most notorious price-cutters, who are now in bankruptcy, conditions look ripe for an increased business.

Pope in Full Possession.

On Wednesday of this week orders were issued by Colonel Albert A. Pope to all factories and branch houses of the American Cycle Manufacturing Company, advising them that the Pope Manufacturing Company had taken possession of all property, and instructing that business be hereafter conducted under that corporate title.

The factories in Hartford, Westfield, Hagerstown and Chicago, and the branch houses in New York, Philadelphia, Washington, San Francisco, Boston and Providence had been prepared for the announcement for a number of weeks, and immediately the old books and the old stationery gave way to the new, and the signature "Pope Manufacturing Company" appeared on all documents. While the names "American Bicycle Company" and "American Cycle Manufacturing Company" will now disappear, the two concerns will maintain nominal existence, as there are several petty details still to be settled.

Simultaneously, announcement was also made of the appointment of W. D. Gould, as assistant manager of the Western sales department, at Chicago, Ill., and that of Wilbur C. Walker as assistant manager of the Eastern sales department, at Hartford, Conn.

S. R. Kirkness, representing J. C. Plimpton & Co., Liverpool, arrived in this city last week; he comes, of course, to make purchases for his concern,

FISK TO REORGANIZE

Executes Assignment to Bring it About—Too Much Business the Embarrassment.

On Wednesday last the Fisk Rubber Company, of Chicopee Falls, Mass., made a voluntary assignment to A. N. Mayo, of Springfield, Mass., Mr. Mayo is a large stockholder in the company, which, in announcing its assignment, states that the action was taken "for the purpose of reorganization and increase of capital stock. The business will be continued without interruption. The assets are in excess of the liabilities, and it is expected that all indebtedness will be paid in full." Until the inventory is completed no statement is possible.

Because of the general understanding that the Fisk Company was doing the largest business in its history, the failure—or apparent failure—will cause trade-wide surprise. The company was capitalized at but \$33,000, and the steady increase of business, which was largely augmented this season by the automobile tire which was added to the line, proved too great for the capital invested; the money could not be turned over quickly enough.

During the last month efforts were made to enlist new capital, and the proposition was so attractive that several of the best known men in the bicycle trade quickly were interested; there is small doubt that the deal would have been consummated but for the condition of the money market; this was, and is, so unfavorable to all industrial enterprises that the money required could not be obtained, and the negotiations necessarily fell through.

"The assignment was deemed advisable," says Manager H. T. Dunn, of the Fisk Rubber Company, "in order that we may increase our production immediately to take care of orders in hand and new business in sight; in other words, this move is, in reality, the first step in the permanent reorganization of the company with the view of placing it on a strong and satisfactory financial basis for the further development of our tire business."

SUBS FOR \$200,000 REBATE

Pope Mfg. Co. Begins Action Against Rubber Goods Co. on Old A.B.C. Agreement.

The expected litigation between the Pope Mfg. Co. and the Rubber Goods Mfg. Co. came to a head on Wednesday last, when the former sued out a writ of attachment for \$200,000 and served it on the officers of the Rubber Goods Company in this city. Action was based on an assigned claim of the American Bicycle Co. The attachment was promptly bonded. The action grows out of the agreement made on November 8, 1899, between the American Bicycle Co. and the Rubber Goods Company whereby the American Bicycle Co. sold to the Rubber Goods Mfg. Co. the plants and capital stock of the Hartford Rubber Works Co., Indianapolis Rubber Co. and the Peoria Rubber & Mfg. Co. The agreement required that the A. B. C. purchase 90 per cent of its tires from the Rubber Goods Co., in consideration of which the latter bound itself to pay an annual rebate of \$200,000 for a period of five years.

The rebate was paid up to the time of the failure of the A. B. C., when the \$200,000 due November 8, 1902, was demanded, payment was refused on the grounds that the failure released the Rubber Goods Co. from its contract. Several efforts were made to reach an amicable agreement, and as these were known to have failed it was expected that the Pope Mfg. Co., as the successor of the American Bicycle Co., would institute legal proceedings.

The contention of the Rubber Goods Co. is, as stated, that they made no agreement with the Pope Mfg. Co., and that it is not bound to adhere to a contract made with one company and then assigned to another one. It is also understood that, if need be, the defendants will allege and undertake to show that the other parties to the agreement did not adhere to the 90 per cent requirement of the agreement. However that may be, President Dale of the Rubber Goods Co. states that he is quite willing, indeed that he is anxious, to have the courts pass on the matter; his counsel, he says, is quite clear in the opinion that the A. B. C. had no more legal right to assign the contract to the Pope Mfg. Co. than to any other concern in the cycle trade. The Pope people, of course, claim that as the "heirs" of the A. B. C. they inherited the rebate in common with everything else.

Crosby's Catalog.

Sheet steel bicycle parts of every imaginable description are shown in the 1904 catalogue of the Crosby Co., Buffalo, N. Y., just issued.

Especial attention is called to the new fittings for one-inch frames, made with outside joints and bolt and nut fastening. The pattern is a taking one, the oval rear stay supports presenting a fine appearance. A wide diversity of fork crowns, rear fork ends, frame sets, etc., are also illustrated.

To Alter Trademark Law.

Under the proposed trademark legislation which will soon be presented to Congress there are seven things which it is intended to exclude from this privilege—

1. Words or devices merely descriptive of the goods with which they are used, or the character or quality of the same.
2. The name of a locality, unless coupled with a disclaimer admitting the rights of others doing business in the same locality.
3. The mere name of an individual, firm, corporation or association.
4. Marks identical with any known trademark for the same class of merchandise, whether registered or not.
5. Marks identical with any registered trademark for the same class of merchandise.
6. Immoral or scandalous matter.
7. Flag or coat of arms or other insignia of the United States, or any State or municipality, or of any foreign nation.

Every other form or character of name, mark or device used by a manufacturer as a trademark cannot be refused registration.

Merrill Loses his Agency.

Fred T. Merrill, Portland, Ore., who for so many years has had a large slice of Rambler territory on the Coast, has lost the agency. Hereafter all of the Pope lines, including the Rambler, of course, will be handled by the San Francisco branch.

Blake Declared Bankrupt.

Lewis G. Farmer, referee in bankruptcy of the E. P. Blake Company, Boston, has given notice that the first meeting of the creditors will be held in Boston on the 27th inst. The company was formally adjudicated a bankrupt on September 28th.

Munroe Leaves Mossberg.

C. E. Munroe, long the travelling representative of the Frank Mossberg Company, Attleboro, Mass., has severed his connection with that company; it is possible that he may go into business on his own account.

Post Goes Abroad.

D. J. Post, of the Veeder Manufacturing Company, Hartford, Conn., sailed for Europe on Thursday last. He will visit nearly all of the larger centres in both Great Britain and on the Continent.

Holley Sells Stock.

The Holley Motor Co., Bradford, Pa., having discontinued the manufacture of motor bicycles, has disposed of its stock to Phillips & Hamilton, of that city. The latter firm will market the machines in a small way.

Malmi Gets a Medal.

Foreign honors continue to fall to the Racycle. Advices received last week by the Miami Cycle & Mfg. Co. state that their machine had been awarded the gold medal at the Holland Exposition.

BEAN-CHAMBERLIN FAIL

Had Been Long in Difficulties and Affairs are Said to be Much Involved.

Following a petition in bankruptcy, the Detroit Trust Company, on the 7th inst., was appointed receiver for the Bean-Chamberlin Company, Hudson, Mich. The proceeding is not an entire surprise. For some time it has been known that the concern was in financial straits and at a practical standstill. When this condition became evident, O. R. Pierce, the responsible man of the company, took over the management, and then stated that, if not pressed too hard, he would be able to make a satisfactory accounting to the creditors. Later, the plant and material was disposed of, and the Hudson Manufacturing Company undertook to continue the manufacture of the Hudson bicycle. Notwithstanding, it is stated, that at the very moment he was served with notice of the bankruptcy proceeding, Mr. Pierce was preparing to make a first payment of 15 per cent. to the creditors. The affairs are said to be in a very complicated and involved condition.

She Knew the Price!

On time to the minute, she came into the store and asked if her bicycle was ready. She was told that it was and had it brought out to her. One of the tires had been punctured, but it was now repaired.

"It is 50 cents, of course," she said before the dealer had a chance to enlighten her on the subject. "I keep posted on such things. There are some women who know nothing about business, but I am not one of them. No one can overcharge me," and she took out her purse and gave the astonished dealer 50 cents.

"Could you blame me?" asked the latter as the door closed behind her. "The charge was only 25 cents, but who would have had the heart to tell her so and thus cast doubt on her knowledge. No, indeed; no one can overcharge her," and he smiled broadly, much pleased with his joke.

The Retail Record.

Greenville, Mich.—S. Mason; burned out.
Quincy, Mass.—John H. Gillis; slight fire.
Groveland, Mass.—Harry Savary; new store.

Northampton, Mass.—George W. Williams; sold out.

Ashtabula, O.—Edward McClintock; gone out of business.

Huntington, Mass.—E. Morand; removed to larger quarters.

West Warren, Mass.—Nicholas Ricard; gone out of business.

Petersburg, Va.—W. P. Aldridge; assigned to John D. Watkins, trustee.

Bay City, Mich.—West Bay City Bicycle Co., George Graves, manager; new repair shops.

PROTESTS TO MAYOR

Associated Clubs Take Action Regarding Bridge Paths—New Routes Completed.

The Associated Cycling Clubs of New-York have placed themselves on record in no uncertain language in respect to the proposal that the cycle paths be eliminated from the new Brooklyn bridge and the space they occupy be turned over to a corporation which designs to erect and operate a moving platform. Action was taken at the meeting of the clubs on Monday last, when the following resolution was unanimously adopted:

Whereas, It is proposed that there be eliminated from the new East River Bridge and conveyed to a corporation for other uses the paths provided for bicycles, the completion of which all cyclists have awaited with eagerness, and view as a deliverance from the perils that have caused the existing Brooklyn Bridge to be shunned and militated against the daily use of bicycles by thousands of wage earners and pleasure seekers,

Resolved, That these Associated Cycling Clubs of New York protest most earnestly and most vigorously against such proposal as an unwarranted misdirection of original plans and an unjust attempt to deprive cyclists of the only means which assures their personal safety, and offers a safe, ready and convenient route for cycling travel between the boroughs.

Resolved, further, That copies of this resolution be forwarded to the Mayor, to the Rapid Transit Commission and to the Bridge Commissioner, and that the Committee on Legislation and Rights of Wheelmen be clothed with full power, and be and is hereby instructed to use its utmost endeavors to prevent the proposed miscarriage of public plans of such vital benefit to the wellbeing of cyclists.

There was a great deal of feeling displayed at the meeting, and if the proposal is pressed there is small doubt but that the wheelmen will make it a political issue.

At its meeting on Wednesday night the New York Motorcycle Club also passed resolutions of protest. Similar action is expected to be taken by both of the Century Road Club organizations and by all other active clubs in the vicinity. Due to the effort of Alex Schwalbach, chairman of the legal action committee of the Federation of American Motorcyclists, Counsellor James D. Bell, of Brooklyn, to whose efforts when a Bridge Commissioner the cycle paths on the bridge are chiefly due, has agreed to appear at any hearing that may be held and lodge protest also.

At the Associated Cycling Clubs' meeting the report of George C. Wheeler, chairman of the streets and roads committee, disclosed the completion of a number of new asphalted routes of much interest to the cyclists of the metropolitan district, as follows:

Lexington avenue, from 119th street to 131st street—Direct approach to the Third avenue bridge.

Forty-third street from Ninth avenue to Eleventh avenue—A new route to West Forty-second street ferry.

One Hundred and Twenty-sixth street from Second avenue to First avenue—completing a through route of smooth paving from Fort Lee ferry to Willis avenue bridge.

Ninety-sixth street, from Fifth avenue to Park avenue—Connecting upper end of Park avenue asphalt with Fifth avenue.

Columbus avenue, from 125th and 126th streets—Connecting Morningside avenue macadam with Convent avenue and affording through route to Washington Heights.

One Hundred and Twenty-fifth street, from Third avenue to First avenue—Connecting with the Willis avenue bridge.

Varick street, from Carmine street to Canal street—Affording a through route from Sixth avenue to Canal street and taking the place of the old Hudson street bicycle strips, now worn out.

Fourteenth street, from University Place to Seventh avenue.

One Hundred and Sixteenth street, from Avenue A to Morningside Park.

The following streets are now being paved and will probably be completed this season:

St. Nicholas avenue, from 124th street to 125th street—Direct route and easy grades from Harlem to Washington Heights.

Lenox avenue, from 110th street to 124th street.

Claims to Have Crossed Continent.

A Lewistown (Pa.) printer named Andrew R. Long has reached San Francisco after riding across the continent, so he claims, on a bicycle. In letters to relatives in Lewistown he tells of his trip. He arrived in San Francisco on September 25. The entire route covered by him aggregated about 4,000 miles. His actual time a wheel was 55 days.

In Kansas City he crossed the Kansas River Bridge only about one hour before the deluge that carried away all the bridges for a distance of 700 miles. Just outside Kansas City he was detained two weeks by the same flood, and was then compelled to ride across the entire State on the cross ties of the Missouri Pacific Railroad tracks, arriving in Denver, Col., July 1.

There he was compelled to lay over on account of snows on the mountains until September 1. Travelling to Colorado Springs and over the Rocky Mountains to Leadville, he proceeded to Price, Utah, again riding 100 miles on the cross ties of a railroad track along the border of the great Utah desert, where the sands were too deep in the roads to permit the use of his wheel.

Bauge's four-year-old record for 100 miles was broken on October 6 in a paced race at the Parc des Princes, Paris, the event being won by Bonhours, with Tom Linton second. Contenet also started, but withdrew. The winner's time was 2 hours, 26 minutes, 10 seconds, beating the old record by 7 minutes.

CALIFORNIA BIGOTRY

Two Towns That Prohibit Use of Motorcycles—Arrests Lead to Test of Law.

Massachusetts will have to look to its laurels when it comes to autocratic regulation of motor travel. There are some little places out in California where the legislators who aim to Russianize the old Bay State, so far as motorists are concerned, might obtain points. Haywards and San Leandro, two little towns a few miles from Oakland, Cal., each with a population of two or three thousand, are so opposed to the motor-bicycle that they will not permit it to be operated within their limits. They have what they call "autocycle" ordinances, under which the motor-bicyclist is obliged to walk or pedal his machine through the streets.

The Haywards ordinance is to be tested in the trial of William Grave and A. L. Bethury, of Oakland, who skimmed through the city on a tandem machine a few days ago, laughing in the face of Marshal Ramage, who tried to stop them. The men were bound for Oakland, and after passing through Haywards they had to pass through San Leandro, five miles distant. There they were awaited by Marshal Geisenhofer, who had been warned by a telephone message from Marshal Ramage to look out for them. They would have escaped Geisenhofer, also, had they not struck a curb in trying to elude him. This accident placed them at the mercy of the law, and they were handed over to the Haywards police official. A deposit of \$20 bail released them from durance, and the forthcoming trial of their case will furnish a test of the ordinance.

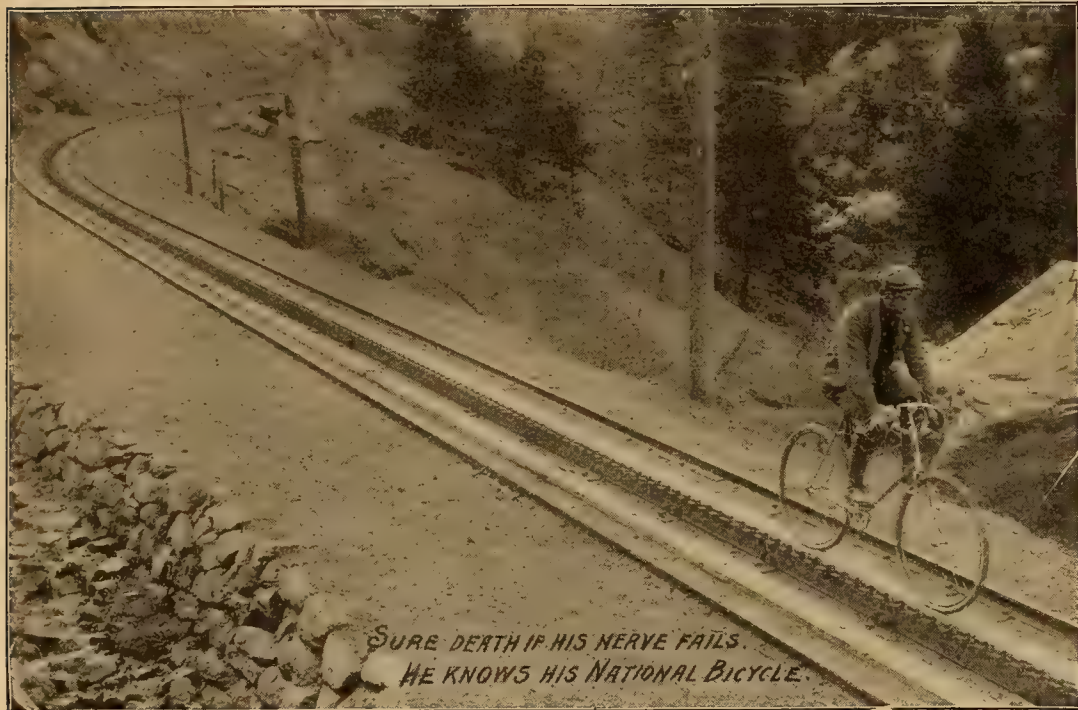
From South Carolina per Motorcycle.

W. L. Bryan and George L. Lyon, both of Dunham, S. C., completed last week a motorcycle journey of about 900 miles, ending at Waltham, Mass. Their average time was upwards of twenty miles an hour. The fastest time was made between Trenton, N. J., and New Brunswick, the thirty-two miles being covered in 55 minutes. Another good run was the 110 miles between New York and Hartford, the time occupied being five hours and a half. In the first part of their journey from Durham, the men found the roads sandy and bad, as a rule.

Englishman Wins Championship.

In the run-off of the world's amateur championship, held at the Canning Town, London, track on September 26, A. L. Reed defeated another Englishman, J. S. Benyon and won in 3:38.15 for the two kilometres. It will be recalled that this event wound up in a row at Copenhagen, and was ordered run over at Canning Town. Elleman, the German who won the race at Copenhagen after Reed had been illegally disqualified, refused to contest again, and this left only the two Englishmen in the running.

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NEW YORK, OCTOBER 17, 1903.

The Quick and the Dead.

The very name Pope Manufacturing Company was ever a talisman of the trade. Its disappearance was in the nature of a calamity. Its resurrection is cause for rejoicing. We believe the whole trade will felicitate Colonel Pope on again coming wholly into his own. We believe they will rejoice, not only because of the return of the Pope Manufacturing Company, but because of the final disappearance of those ill omens—American Bicycle Company and American Cycle Manufacturing Company. They stand for little that is pleasantly remembered—the pleasantest remembrance is, perhaps, the monumental failure to bring the world to its feet by brute force. Whatever else the disappearance of the Trust may suggest, it should convey to those remaining in the trade that publicity and good will are still two chief essentials in commercial success. The Trust flouted the idea and paid the penalty.

Settling-Up Time.

With the passing of the present month the average dealer and repairer enters upon his all too long period of enforced rest. Election Day marks the end of cycling as a pastime with some riders; others wait until Thanksgiving Day before putting away their machines. But, except in some favored sections where the days remain pleasant up to Christmas, November is the month the tradesman looks upon as ushering in the winter of his discontent.

With its appearance upon the scene, two unpleasant duties remain to be performed. The first is the making of a settlement, in which he acts the dual character of debtor and creditor. In the first capacity he is called upon to make settlements of the various accounts standing upon his books. Goods purchased during the season are to be paid for with all possible dispatch. The indifference hitherto evinced by the creditor disappears; he is anxious for a settlement in order that he may see where he stands and provide himself with the funds indispensable for carrying him through the manufacturing season. Probably the greater part of the account has been settled, but that does not prevent the existence of a desire to get the remainder square on the books.

Coincident with the pressure brought by creditors exists the desire of the tradesman to put in order his affairs as a creditor. In the absence of abundant capital there is but one way to pay one's bills—that is to obtain payments from one's debtors, so the money can be applied to the liquidation of the tradesman's own debts.

It is too common a habit with many dealers to be easy with debtors until the riding season nears its end, and then to "put the screws on them." That is, they supplement one error with another, follow undue leniency with undue severity. They suffer in both cases. Collections that could have been made without trouble in August or September are permitted to go over until November or December, and then are collected with an iron hand, frequently causing resentment to be felt and bad feeling to result. For it is a curious but unquestionable fact that the same rider who will cheerfully lay out money for cycling during the riding season will begrudge it, although considerably overdue, when the closed period approaches.

When the unpleasant duty of balancing the two sides of the ledger—of collecting from the debtor to pay the creditor—is completed,

the tradesman has to map out his course during the winter months. If he handles side lines, and they are reasonable and quick of sale, his course is clear, of course. But where the sale or repair of cycles is the mainstay of the business—perhaps the sole business—the matter shapes up very differently. There is no use in eating up the profits of the past season—if there have been any—in maintaining even a partial organization. The wise course is to take the bull by the horns and reconcile the outgo with the income, in so far as this is possible. And the sooner one course or the other is decided upon and adopted the better it is in the long run. Nothing is gained by postponing economies already decided upon. Such postponement is a sign of weakness, and only makes it more difficult to finally take the step.

Far-sighted dealers have learned to appreciate all this. They start in early to prepare for a hard winter, and lie snug and tolerably comfortable while their less provident brethren are struggling to weather through.

The Unanswered Question.

Imprudence as well as impudence marks the outburst of Mr. Frank Bowden, managing director of the Raleigh Cycle Company, who characterizes as "Yankee cheek" the courteous inquiry of our Consul at Nottingham for certain information regarding his company's business, and thus lays himself open to counter attacks, to which he is peculiarly vulnerable. Says he:

"Yours of the 24th ultimo informs us that you are instructed by the Government at Washington to ask us for certain information regarding our business, but as we formerly sold from £10,000 to £12,000 worth of goods annually to the United States, which your Government shut out with a 45 per cent. duty, we think it is just like Yankee cheek to now ask us for information respecting our affairs."

Not content with his extinguishment of the poor Consul, the maker sat down and indited a letter to The London Globe, with which he forwarded a copy of the letter to the Consul. In the epistle to the Globe he describes in detail how the export cycle trade of England has been ruined by the American tariff. He says he believes that the American bicycle combination is urging the Government to get the latest information regarding the English cycle trade in order

that it "may have another try at good old England."

Our Government shut him out of our markets with a 45 per cent. duty, asserts Mr. Bowden. About once every so often it is usual to expect this idle statement from abroad, and even the most complete refutation of it fails to prevent its recurrence. If the Raleigh Company sold us \$50,000 to \$60,000 worth of goods annually, which is undoubtedly true, the 45 per cent. duty referred to did not stop the business, for it was in effect when the Raleigh was at the height of its popularity here and the sales were greatest. Why can't they do business with us now? That is the question that is never answered.

It is not surprising, however, that Bowden is discourteous and impertinent. His company was raised to prominence by the lucky accident of securing Zimmerman to ride its product when he first changed from the Star bicycle. Raleigh reputation was made by Zimmerman, and the American business in the machine was built up through and by that celebrated rider. When he ceased to use the machine the bubble burst, the business here shrivelled and the English trade fared so ill that financial embarrassment overtook the concern almost immediately.

Get Out or Get in Line.

If you work for a man, in heaven's name work for him.

If he pays you wages that supply your bread and butter, work for him; speak well of him; stand by him and stand by the institution he represents.

I think if I worked for a man I would work for him. I would not work for him a part of the time, and then the rest of the time work against him. I would give an undivided service or none.

If put to the pinch, an ounce of loyalty is worth a pound of cleverness.

If you must vilify, condemn and eternally disparage, why, resign your position, and when you are outside, damn to your heart's content. But, I pray you, so long as you are a part of the institution, do not condemn it. Not that you will injure the institution—not that; but when you disparage the concern of which you are a part you disparage yourself.

More than that, you are loosening the tendrils that hold you to the institution, and by the first high wind that comes along you will be uprooted and blown away in the blizzard's track, and probably you will never know why. The letter only says: "Times are dull, and we regret that there is not enough work," et cetera.—Elbert Hubbard.

To Test Motor Bicycling Again.

So successful was the Quart de Litre competition at Paris last month that several similar trials are on the tapis. The most important is one that is being organized by the Motorcycle Club de France, under the patronage of the Auto, and consists in a 1,000 kilometre reliability trial, which will take place from the 26th to 31st inst., over six routes out from Paris and back again, on six days, and totalling up to 1,000 kilometres.

The trial will be international, and will be run in three series—namely, first, motorcycles whose cylinders have a cubical content of not more than one-fourth of a litre; second, motorcycles whose cylinders have a cubical content of not more than one-third of a litre; third, motorcycles for more than one passenger whose cylinders have a cubical content of not more than two-fifths of a litre. One litre contains 0.2200968 gallons, therefore one-fourth of a litre equals 0.055 gallons, one-third of a litre equals 0.073 gallons and two-fifths of a litre equals 0.88 gallons. All competing motorcycles must be touring machines, such as are sold to the public in regular series, and not machines specially made for the competition. Two hundred marks maximum will be given, divided up over the different qualities as follows: Regularity of running, 100; brakes, 15; silence, 15; ease and comfort, 10; condition before and after trial, 10; accessories, 10; speed in hill climbing, 10; mud guards, 10; facility of carrying luggage, 10; weight of machine without accessories, 5; price without accessories, 5.

There will be a speed trial over a kilometre at the Velodrome at the Parc des Princes on the last day, and the speed attained will be indorsed on the certificate given to the winning cars. There will also be a class for groups of three of the same manufacture, and a cup for the most regular group.

Dynamical Tests of Cycles.

A series of dynamical investigations of nine different kinds of bicycles has been made by Max Ringelmann, and are described in the foreign extracts published by the British Institution of Civil Engineers.

The experiments were carried out on horizontal roads of different character, and at a low speed (8 to 9 kilometres, or 5 to 6 miles, an hour), so as not to introduce the resistance of the air. As regards the effect of the load, the results obtained show that, other things being equal, the rolling resistance of the machine is a function of the condition of the tire, and, consequently, that the internal pressure of pneumatic tires should be adjusted to the load the wheel has to carry, in order to reduce the resistance to a minimum.

A particular experiment on one machine, with tires inflated first to working pressure, and afterwards half inflated, gave co-efficients of rolling resistance equal 0.028 and 0.033, respectively, under a total load of machine and rider equal 91 kg. (200 lb.), or a ration of 1 : .18. The partly deflated tire

being deformed more than the same tire under its normal working pressure, not only is the zone of the deformation greater, but the intensity of this deformation is also greater, so that more energy is absorbed in consequence, and the rate at which the tire deteriorates increases to a corresponding extent.

A comparison of pneumatic with cushion tyres gives a ration of resistance of 1 : 1.09, from which it appears that at low speeds the resistance of the latter is scarcely 10 per cent. more than that of the former; but this difference becomes accentuated as the speed increases. The tire reduces shocks and vibrations; for vehicles the economy in driving power increases with the badness of the roads, so that under extreme conditions this may amount to as much as 30 per cent.

Experiments on the condition of the machine itself show that, whereas the resistance in good running order was 1.18 kg. (2.60 lb.), this increases to 1.96 kg. (4.32 lb.) when in bad condition, or a ration of 1 : 1.66. This result emphasizes the importance of adopting every means possible of preventing the access of dirt and dust to the working parts, and of affording ready access to them.

Balked at a Nickel.

"Some men are mean enough for anything. They stop at nothing to save a few pennies," said a Brooklyn dealer the other day.

"Had a man come in the store the other day and try to beat me out of some air for his tire. And when he found I wasn't to be beaten he actually had the nerve to remark that he guessed that his tire didn't need pumping very badly, anyhow."

"My big pump is in the front of the store, you know. I make a charge of 5 cents for inflating a tire, and no one kicks. This rider came in while I was busy in the back of the store, and if he had gone about it right he could easily have pumped his tire and gone away without my noticing him particularly. But something in his actions attracted my attention—something in the sly way he came in and peered around; so I began to watch him. Thinking that there was no one around, he took his machine over to the pump and stooped down to take the valve cap off. Then I came out suddenly and asked him if he wanted some air. He looked startled, and mumbled something that I could not catch. So I asked him again, and he inquired whether there would be any charge. I replied that there would be a charge of 5 cents, and he wilted visibly."

"Five cents," he repeated. "Why, I thought it was free if you did your own pumping."

"No, it is 5 cents for the use of the pump," I replied, determined that he should not get the best of it.

"He mumbled something again, hesitated, then felt his tire."

"I guess it doesn't need air, after all," he said, although the tire was nearly flat. "I'll wait until I get home."

"And he actually stooped down, replaced the cap, picked up the machine and walked out, leaving me too dumbfounded to say anything."

HORSESHOE FOR COL. POPE

Workmen Pay Tribute and Say "We Love You"—He Sketches His Career.

They are still heaping honors on Colonel Albert A. Pope in Hartford, and celebrating his return to "his own," as they affectionately express the Columbia factory. The citizens and the business men's organizations having paid their tributes to him, the workmen of the city—his own factory employes in particular—contributed their portion at a session of the Workingmen's Club, a Hartford institution, last week. Colonel Pope, as one of the successful men, was invited to address the club. His appearance, however, proved in the nature of an ovation. He was eulogized by one of the preceding speakers—Counsellor Gross—and by the Chairman, the veteran manufacturer, C. E. Billings, and before he could make his address he was made the recipient of an immense floral horseshoe—the gift of the workmen in the Pope factory.

"In 1877 I had some business in my office here in Hartford with a number of men," said Mr. Gross, in referring to Colonel Pope. "After that meeting was over, and they had all withdrawn from the room, three of them came back, and one of them, a stalwart, athletic-looking man, came to my desk and asked me, in consideration of the fact that I had been engaged with them on other business, what was the lowest price for which I would draw some papers to incorporate a little machine business for him, that he and the other two were interested in, down in Boston. I told him that under the circumstances I would charge them only a small fee, and it would be half the usual fee. It seemed to be satisfactory in amount, but they then withdrew into the corner of my office and pooled their pocketbooks to see if they could raise money enough among the three to pay the small sum that I had mentioned and still have money enough left to get back to Boston. Fortunately, they found enough, and I drew the papers incorporating those three men, under Connecticut law, to manufacture and sell compressed pistols, air guns, darning machines and other patented articles, and the corporation that was then organized was the Pope Manufacturing Company, and the man back of the air gun was Colonel Pope himself. (Applause.) Whether there was intelligence back of that gun it is not necessary for me to say. We have had exhibited in this city since that time—that was in 1877—the object lesson of what intelligence, sagacity, courage, business ability, faith in men, and men's faith in him have accomplished since those papers were drawn."

Mr. Billings then introduced Alderman Henry Slesinger, who addressed Colonel Pope in behalf of the workingmen of the Pope factory. He said:

"Colonel Pope, it is a pleasure and honor,

as a representative of the employes in your factory, to meet you here this evening. It is very gratifying to us, through the kindness of the Workingmen's Club, to enable so many to meet you here, and hear your remarks.

"We are proud of you; we honor and love you; our loyalty cannot be questioned, for there is not an employe in your factory today who is not ready to put his shoulder to the wheel and assist you in your great enterprises, which must mean success—success which you so richly deserve."

The big floral horseshoe was then brought up, and Mr. Billings called upon Colonel Pope. He was visibly affected by the gift, and as he began to speak his eyes filled with tears. Colonel Pope's address was in part as follows:

"Mr. President, ladies and gentlemen, fellow-workingmen, Mr. Slesinger, and particularly the men in my employ—I am touched by this demonstration of kindness, which overcomes me. No man ever had more faithful employes, and no employes ever had an employer who cared more for those men who worked for him than you. I thank you from the bottom of my heart for this testimonial of your good will and love toward me. The speaker who sat down on my right and told you of the time that I came to his office was the first friend I met in Hartford, and certainly I have never had a friend in Hartford that I respect, honor or esteem more than the noble man who sits on my right.

"When I was invited to come here, with the pressure and care of business, I hesitated only for a moment, for every day invitations like these are declined by my private secretary, but I said, 'I cannot decline such an invitation as this—to come and talk to the Workingmen's Club of Hartford,' and your secretary wrote to me after I accepted and asked me to send the manuscript of my speech. The manuscript of my speech! I never had a manuscript—manuscripts are prepared by scholars, by highly educated men, by university men, and if I had a manuscript I would have to hold it up before me and read it to you, and you could read it just as well out of the papers. But I am asked to speak to you out of my experience. Some one said to-day that Colonel Pope was not a workingman, how is he going to talk to us? And those who knew I had been a workingman said, 'Tell them.'

"Oh! Do you suppose I will ever forget the time General Sheridan sat at the table with me and told me how he went down to Cedar Creek and turned that great defeat into the most wonderful victory of the war? What would you think if he sat beside you and told you that? What we want to know is the experience of men who have won, the experience of men who have succeeded. I began my early life by reading the biographies of men who had won. My father failed when I was nine years of age—he had been a rich man, and I saw that trouble had come, the servants had gone, the horses had

gone, we had moved into a little house, and my gardener has a better house now, than the place assigned to me to sleep, in the attic under the roof, and, though I was a little boy, I could not stand up under the ridgepole, and I had to get down on my knees under the eaves; and there, without any plaster, cold at night, I heard the rain patter on the roof, and sometimes leak through and sprinkle down on me. Then it was that I went to work for a farmer, driving a horse and plowing all day long, and coming home at 9 o'clock at night and taking what I had to eat from the mantelpiece. So, every day I went to work for the farmer, before and after school, and during vacations, until I had worked three years with the farmer. Then I began to sell vegetables. I made money, and was able to support myself. In my ten years of schooling I was whipped every single day of my life with a ruler or rattan for five years. But I thought that was a part of my education, and I knew I was not a bad boy, only mischievous.

"I do not know that I ever studied in school in those days. At any rate, I know my own son studied more in one year than I did in ten, but I learned by observation and by listening to the others. Then I went to work in a store in Boston, and to save 8 cents carfare I used to walk five miles each way, and I did the work of a man at fifteen years. On this small salary I saved up to have something to give to my brothers and sisters, and when I had saved for ten years I had saved by all this sacrifice \$100. That was the first \$100 I got. Then the war broke out, and I thought it was my duty to go. First, I was too young, so I studied. I was seventeen years old when the war broke out. I carried the tactics in my pocket. I studied military law and the art of war and regulations. I had a gun, and I drilled not only the employes and the neighbors, but everybody, until I could handle a gun as well as any soldier I ever saw. I was offered the right to help raise a company, and I helped to raise it, and they told me they could get their own captain, and they wanted me to be captain, but the older fellows said: 'What, that boy captain?' They went to the Adjutant-General and said: 'You will have to get rid of that fellow,' and I went in a regiment which had just started, as a second lieutenant. When we entered Petersburg I was a lieutenant colonel and rode at the head of my regiment into Petersburg, feeling bigger than I ever have since. At Appomattox I heard the last guns fired and came home.

"I started in business with \$900. I am telling this to you so that you will gain something from my experience. The first year I made \$8,000, the next year \$10,000, the next year \$24,000, and I never made less than \$25,000 any year until I lost \$100,000 by a friend. Then I came down and saw my friend Mr. Gross, and did not happen to have much money in my pocket; and I will tell you a little more if you want to know

the history. I then started this business with \$3,300. I don't mean to say that I did not have any more money, because I did, but that was all there was in the business of the Pope Manufacturing Company.

"It is almost a miracle, I know it, as I look over the country, and as I see business men and great business affairs. Of course, it does not compare with the great steel magnates like Carnegie, but for a business in a New England town it is a pretty good record, that of the Pope Manufacturing Company. I thought I had money enough, I supposed I did. I was a rich man, a very rich man as compared with New England men, not as compared with New York men, but as compared with New England men. The business was down here, and some of my assistants thought they had money enough, too, and they begged me and urged me to sell out to this great trust or combination, and I sold out to them. I was managing the business from Boston; it was like fishing with a long rod. I thought perhaps it was wise, as I was overpersuaded, and I sold the business out and took my pay in paper, and I have that paper now. I never sold any of it. I

knew how it would go, and for a while I tried to advise them. I tried to lead them and I tried so much to help them that when they were hard up I myself—now, I don't like to be boasting, but I must tell you the story of how I loaned them \$1,000,000.

"Now, where did I get it? Well, I borrowed it. I tell you, I had good credit. So I loaned them \$1,000,000, and all the rest of the directors and all the rest of their friends and the rest of the forty-four concerns together managed to raise \$1,650,000. When the time came they were paid, but that crippled the concern, and under the management it began to go down.

"I then said to my friends, 'I owe it to myself and to my friends to see if I can revive the business.' So I said to a few bankers, 'If you will stand by me I will lead the way.' 'You lead the way. What do you mean?' 'I mean I will put up more money than any banker you can find, and I don't care who you find—whatever money he will put up, I will put up more than he will.' And I did, and put up twice as much as any banker or any other man, with the understanding that I should be the leader, and I

should do what I saw fit. They said, 'Well, how are we going to hire such a man as you?' I said, 'You cannot. No man can hire me. I will not work for any one for a salary, but I will work for a part of what I make. If I make anything I will take so much, but if I do not make anything I will give you my time; and if I make nothing I am willing you should drown me in the river.'

"So I am back again in the saddle, and the whole of the forty-four concerns have come together. Only three of them were Pope Manufacturing Company; now the whole forty-four is Pope Manufacturing Company.

"I could tell the boys in my employ who would succeed. Do you suppose that twenty years ago I did not know where Charles E. Walker was going and what would become of him? He used to carry the mail and do errands, and he was not too proud to do it. He frequently worked until the early morning hours, and when I said he must not do it, and that he could have all the clerks that he needed, his answer was that this was work he must do himself, and so he did it. As a result he is now the manager of our great eastern factories."

When Colonel Pope finished he was given three cheers.

AT THE BASE OF THE BLUE HILLS, NEAR BOSTON.



THE PARTICIPANTS IN THE 1904 "WHEEL AROUND THE HUB," SEPT. 11-13.

NEW REPAIRING PROCESS

Frenchman has a Self-Vulcanizing Device for Tires—Method of Operation.

Frequently trouble is experienced in patching the inner tube of detachable tires and plugging single tubes, owing to the fact that the patch or the plug, as the case may be, is unvulcanized. Pure rubber is peculiarly susceptible to variations of temperature, and at certain extremes of heat and cold permanently loses its virtue; heated, for instance, to 100 degrees Centigrade, unvulcanized rubber softens and becomes viscous; cooled down to freezing point it loses its elasticity, hardens, cracks and becomes non-adherent. It is this property of pure rubber which prevents the ordinary repair from being a permanent success; sooner or later the patch, however carefully applied, will come off.

To meet this difficulty a French chemist, G. A. Le Roy, of Rouen, has brought out a repair outfit called the "Necessaire Auto Vulcanisateur," which may be translated roughly as "The Self-Vulcanizing Repair Outfit." The difference between this and the ordinary outfit is that a combined process of repair and vulcanization is carried on at the same time, so that the repair is permanent and will resist extremes of temperature, variations of climate or the disintegrating effect of time.

The outfit includes two tubes of special solution; a metal syringe to inject the solution into cracks and small punctures; three bottles of special liquid—blue, yellow and green, used in the process of vulcanizing; a tube of talc to coat over the repaired surface; rubber filaments, and special material for scraping and cleaning the surface to be repaired.

A thorn or nail puncture is repaired as follows: Carefully clean round the puncture with liquid from the blue bottle; partially inflate tire; take one of the rubber filaments three or four inches long, clean it in the blue bottle, and tie a knot near one end of it; inject a few drops of solution into the puncture and round it; push the knotted end of the filament into the puncture with a pin, a nail, a match or the end of a penholder; when the knot is well through, pull up the filament by its outer end tight against the inner wall of the air tube; with the syringe spread a good coating of solution on the outside of the air tube, leaving it to dry for ten minutes; if necessary, apply a second coat; the puncture must be well coated externally; apply to the dry coat first some of the yellow liquid diluted in the blue liquid, then when dry some of the green liquid, and finally some of the special talc to cover all; when all is set, cut off the free end of the filament to within 1-16th of an inch. Large cuts and bursts can not, of course, be mended with the filament; for these, rubber patches or strips, previously vulcanized by the Le Roy method, are used.

Kansas City Sees Motorcycle Racing.

Two motor bicycle events were included in the races held under the auspices of the Kansas City (Mo.) Automobile Club on October 8 at the park of the Kansas City Driving Club. The first was a three-mile race, in which S. J. Vogel and Ralph Baker, both on Indians, were the starters, but which was finished by Vogel alone, Baker's machine failing. The other event was an Australian pursuit race, with three starters and a time limit of ten minutes. This was won by Baker, his competitors being Louis Vogel and A. R. Dinkledge. The summary:

Three-mile race—Won by S. J. Vogel from Ralph Baker, who did not finish. Time, 5:26¼.

Australian pursuit race, limited to ten minutes—Won by Ralph Baker. Louis Vogel and A. R. Dinkledge were the other starters.

How the Track was Dried.

It is not easy to daunt a Parisian. The other day an important race meet was scheduled at the Parc des Princes track, in the French capital. But the heavens opened and the rain descended in torrents. Finally it stopped and it looked like clearing. The contestants were all there, ready to start, but the cement track was dripping wet, too slippery to be trusted. But to wait for it to dry would hardly do, for it was late and the crowd was impatient.

Happy thought! Dry it with gasoline used for the pacing machines! No sooner said than the motor room was entered and half a dozen cans of "essence" levied upon. It was distributed judiciously around the track and set on fire before it had time to evaporate. Presto, change! The cement was white and dry, the men were lined up and sent off on their journey.

As They do it in Japan.



This is not an Egyptian obelisk or temple, but simply an imposing Japanese advertisement setting forth the splendid qualities of the Racyle—read them if you dare! The column is but one of the many evidences of enterprise on the part of R. Sumi & Co.,

the Racyle agents in Japan. It stands at one approach to the bridge in Osaka; by the use of an electric motor the column is kept constantly revolving on its base, and at night is illuminated by clusters of electric lights.

THE BICYCLING WORLD



THE FRICK BUILDING

PITTSBURG, PA. October 15, 1903.

To the General Bicycle Trade:

As an item of general interest and an indication of how extensively Shelby Seamless Bicycle Tubing will be used during the coming season in the manufacture of Bicycles and Accessories, we give below a list of the manufacturers who have decided to incorporate in their product a material which fulfills every requirement:

Arnold, Schwinn & Co.,	Chicago, Ill.
Acme Cycle Company,	Elkhart, Ind.
Canada Cycle and Motor Company, Ltd.,	Toronto, Can.
Chicago Handle Bar Company,	Chicago, Ill.
Davis Sewing Machine Company,	Dayton, Ohio.
Eagle Bicycle Manufacturing Company,	Torrington, Conn.
Fulton Manufacturing Company,	Chicago, Ill.
Great Western Manufacturing Company,	La Porte, Ind.
Harris, E. T.	Chicago, Ill.
Iver Johnson Arms and Cycle Works,	Fitchburg, Mass.
Ideal Plating Company,	Boston, Mass.
Judd & Leland Manufacturing Company,	Clifton Springs, N. Y.
Keim, J. R.	Buffalo, N. Y.
Keystone M. & M. Company,	Lebanon, Penna.
Light Cycle Company,	Pottstown, Penna.
National Cycle Manufacturing Co.,	Bay City, Mich.
Noera Manufacturing Company,	Waterbury, Conn.
Pierce & Co., Geo. N.	Buffalo, N. Y.
Reading Standard Cycle Mfg. Company,	Reading, Penna.
Roth Cycle Works, Jacob	Erie, Penna.
Snyder Manufacturing Co., H. P.	Little Falls, N. Y.

Every buyer is interested in securing an article which will represent the greatest value for the investment, and at the same time be constructed from the best material. The firms mentioned above have decided this point so far as it refers to the tubular portion of their product.

If you insist on having your bicycle constructed from Shelby Seamless Bicycle Tubing, your dealer will supply you without additional expense.

Very respectfully,

SHELBY STEEL TUBE CO.

SAVED BY HIS MOTORCYCLE

Exciting Escape of an Americanized German From Arrest in his Native Land.

Herman Wouters, of No. 371 Grove street, Jersey City, is a citizen of the United States, but before he became such he was a subject of the German Emperor and under obligation to render military service to his native country. Recently he visited Kempsen, Germany, where he was born. The day before he sailed for home he learned that the authorities were after him for shirking military duty.

Wouters was well aware that his American citizenship would eventually get him out of the trouble, but he had visions of coils of red tape which would hold him longer on German soil than he desired to remain. He perceived a quick way out of the scrape in his possession of a motor bicycle and the proximity of the Holland frontier. Bidding his parents a hasty goodbye he mounted his bicycle and started for Holland, only a few miles distant.

The start was made none too soon. Wouters had not passed out of sight of his parents when a German policeman, mounted on an ordinary bicycle and armed with a warrant for his arrest, appeared upon the scene. Then there ensued a chase. Wouters let his motorcycle do its prettiest, and the policeman pedalled along with the vim of a sturdy pace follower, threatening all the while to shoot. When the fugitive reached the frontier line in the middle of a bridge which he had to cross, the German officer was within hailing distance behind. A Holland customs officer challenged Wouters, who dashed past him, but came to a dead stop just as he met another Holland officer, his gasoline having given out. The second Dutchman examined his passport, which was all right, and he was permitted to go free, much to the chagrin of his pursuer, who had been parleying with the Holland official whom Wouters had first met. After shaking his fist at the German, and then dancing a jig step or two to emphasize his own delight over the situation, he hired a wagon to transport him and his motorcycle to the nearest railway station, whence he travelled to Amsterdam, eventually sailing from Antwerp for New York.

When to Lubricate.

How often should a bearing be oiled? riders sometimes ask. Something depends on the bearing, of course. A crank-hanger does not need to be lubricated as often as either of the wheels, although the quantity of lubricant required is, if anything, greater. Pedal bearings are made to run a prodigious length of time with but one oiling, while the head will do even better in this respect.

As to the distance a bearing will run on a single lubrication, it may be said that 100 miles comes pretty close to being a mini-

mum. Any well designed and constructed bearing should run that far, and most of them will do much better. A practically dustproof bearing filled with a thick lubricant—preferably with a petroleum base—will run, as experiments have shown, as much as 2,000 or 2,500 miles, and even then have some running in it. Similarly, certain coaster-brakes have been known to go through an entire season with only the initial supply of lubricant.

Some of these are extreme cases, of course. It is well to bear in mind that "little and often" is the best maxim where bicycle bearing lubricant is concerned. A few drops of oil at frequent intervals, say once a week, where only a moderate amount of riding is indulged in, will prove decidedly more efficient than a big dose every month or so.



NEW YORK BRANCH: 214-216 WEST 47TH STREET.

The Spirit of the Business Man.

Business is warfare. It's a hard, constant fight to the finish. The moment a contestant enters the field of commerce he is challenged by a host of competitors. All his movements are disputed and opposed by those already in possession of the field. He must fight to live. He must conquer to succeed. So it is that a man of business is like a soldier of the regiment. And like the well trained soldier who delights in the clamor of battle the enterprising business man is eager for the struggle of competition. He delights to overcome those who oppose him and he finds genuine pleasure in outwitting his rivals. It is this spirit of rivalry that sharpens a man's intellect and spurs on his energy. And unless a man is possessed of this desire to overcome, to surpass, to stand first in his line, he can never hope to carry the day, he will never succeed in the fight. Profit, which is the reward of industry and ability in business, is not the sole object and consideration that actuates the really successful man. The love of gain cannot inspire him to the highest endeavor. There must be something greater, something more enduring to call forth his supreme efforts and satisfy his ambition. And that something is the same spirit that is possessed by men of war who go into battle to do or die—who fight to win and foret all else.—(The Chameleon.

SCHWIEGERHAUSEN COMING

Much Travelled German Cyclist Emerges From Texas and Tells of his Journey.

St. Louis has been reached by "Willy" Schwiegerhausen, the young German who is now nearing the end of his meandering around the globe. He is resting for a short time in that city, and incidentally delivering a few lectures on his travels, after which he will resume his journey toward New York. Should everything go well, he will arrive here some time next month.

Schwiegerhausen's honors grow as he nears the Atlantic seaboard. He is now styled "Wilhelm" instead of "Willy," and is referred to as the "Alexander among cyclists." He is described as being a "short, fair, pleasant-featured young German," and is said to regard as the apple of his eye the album he carries, which contains a collection of letters and autographs in almost every tongue, including epistles from kings, presidents, ambassadors, ministers, consuls and numerous lesser dignitaries. He was entertained by the Shah of Persia, and President Diaz gave his photograph with the words: "I give my cordial welcome to the most daring of travellers I know." He supplies accounts of his travels to twenty-four provincial German newspapers, and speaks several languages.

Schwiegerhausen left Germany in June, 1899, accompanied by two other cyclists, Gustav Koegel and L. Werner. The trio were refused passports by the Turkish officials, who were mindful of the indemnity which they were obliged to pay for the murder of Frank Lenz, the American cyclist, in Syria in 1896, but, nothing daunted, they pushed on. Hardships brought on the illness of Koegel, and he was left behind at Beirut. In the Arabian desert, between Bagdad and Cairo, the two were attacked by roving Bedouins, and Werner was killed in the fight.

When the Boxer uprising was at its height, in 1901, Schwiegerhausen reached China from India, but was captured by Chinese soldiers shortly after crossing the border and escorted back. On going to South Africa he found that the Boer war interfered with his journey, so he proceeded to Australia and crossed that continent from Perth to Sydney. By February this year he had reached South America, and wheeled northward through Peru, Ecuador, Central America and Mexico.

Jones! Jones! Who's Jones?

J. N. Jones, who is riding a bicycle across the continent on a wager, so it is said, has reached Oregon. He passed through Albany, Ore., last week, on his way to Portland. At the latter place he is to turn around and ride to New York again. The round trip is to be made in seven months.

1904—ANNOUNCEMENT—1904

EVERYTHING NEW, including the name.

(SEE READING COLUMNS.)

When we say that

YALE BICYCLES ARE BETTER THAN EVER

it is equivalent to saying they are the best that the most advanced art can produce.

Fundamentally it is impossible to improve them. Every Yale agent knows that.

The 1904 improvements come in a wealth of refinement and detail—no point too small to receive attention—and in a variety of styles, finish and equipment calculated to tickle the fancy of the most critical buyers. Yale bicycles, as always, are designed to be Leaders for Live Agents.

The latest addition,

The Yale-California Motor Bicycle

like a young Lochinvar come out from the west, it has carried all before it. Reinforced by Yale construction all the way through, backed by Yale treatment of agents it will—but wait and see. Meanwhile we'll get busy.

STANCH SNELL BICYCLES

need no recommendation further than to say that they are proportionately better than they have ever been, which means whole city blocks ahead of the nearest competition and at a range of prices alike attractive to dealer and rider. A stand-by. Complete line.

If you have a chance to become our agent, is there any earthly reason why you should not do so—now?

KIRK MFG. CO.

THE SNELL CYCLE MFG. CO.

TOLEDO, OHIO.

In the struggle for supremacy there always is one person or thing that must reach and occupy the very tip-top. There is room AT the top for more than one; there's room ON the top—the apex—for just one. In bicycles

The Apex of Superiority

was long since
gained and has long been proudly
occupied by

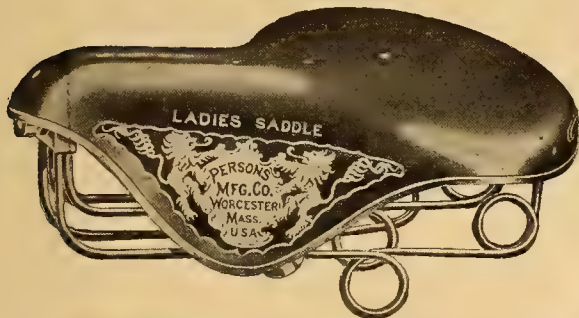
THE RACYCLE.

When anything develops that adds to the quality of bicycles and will aid in making the Racycle position even more secure, it is quickly brought into use. We have always made use of

PERSONS SADDLES.

In 1904 we will use more of them than ever before; the additions to the Persons line render this possible and desirable.

The Persons saddle is fit to crown a Racycle. We will use these models:



MIAMI CYCLE & MFG. CO.

MIDDLETOWN, OHIO.

Thanksgiving Day Race for C.R.C. of A.

Preparations for the second annual fifty-mile Thanksgiving cycling handicap road race, on November 26th, under the auspices of the Century Road Club of America, are well under way.

There will be twenty prizes, consisting of high-grade racing bicycles, gold watches, diamond scarfpins and many other articles of value. The start will be made, as usual, from the headquarters of the C. R. C. of A. at the Bedford Rest, Brooklyn, at 7.30 A. M., at which time the limit men get away. The handicap will be 30 minutes.

The race will be over at 11 A. M., giving all a chance to witness the big football game in the afternoon.

Bobby Walthour was the hero of the day at the Northeast Georgia Fair, at Athens, Ga., on October 5, in spite of the fact that Governor Terrell was present. Walthour rode a five-mile race against five horses, which made a relay race of it, but were beaten by a close margin.

One of the effects of the recent great rain-storm was that the Hillside track at Belleville, N. J., was so badly damaged that the bicycle races scheduled for last Sunday had to be postponed. Joe Nelson and Nat Butler were matched for a five-mile race.

Philadelphia's first automobile meet, held at Point Breeze on Tuesday, was marked by one motorcycle event—a five-mile race, which was won by J. Endicott in 9:07. Bobby Thompson took second place and Harry J. Withan was third.

"The Motor, What It Is and How It Works." See "Motocycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York. ***

RIDE A

Cushion Frame

MODEL.

The Highest Grade

OF BICYCLE CONSTRUCTION AND THE MOST

Luxurious Bicycle Made

ALL DEALERS.

While other
makers offer

WORDS

to sell their

MOTOR BICYCLES

we present

PERFORMANCES

to sell the

INDIAN

Official records prove our claims and show Indian supremacy and they are the records not of a lone-some rider or occasional event but of many riders in many events.

Look up the records. We'll help you if you require help.

HENDEE MFG. CO.

SPRINGFIELD, MASS

HOW RUBBER HAS STRETCHED

Remarkable Growth of the Trade—Where it Comes From and New Sources in Sight.

Comparatively few of those who use pneumatic tires realize how great has been the increase in the use of rubber during recent years or appreciate how much the use of rubber tires has contributed to the enlargement. Of course, it is not possible to specifically state the quantity or value of the rubber used in tires, but that it has been considerable is remarked by the Department of Commerce and Labor in statistics relating to the rubber industry, just published.

These official figures are interesting. They show that during the past few years the importations of crude rubber have ranged from 50,000,000 to 55,000,000 pounds; of gutta joolatong, from 5,000,000 to 15,000,000 pounds, and of "old and scrap rubber, fit only for remanufacture," from 10,000,000 to 20,000,000 odd pounds per annum, and of gutta percha, a half million pounds.

So great is the demand for India rubber for use in manufacturing that not only has the importation grown from 2,000,000 pounds in 1862 to over 50,000,000 annually at the present period; but in addition to this the forests of the East Indies are called upon for several million pounds annually of a new substitute, or "alloy," for gutta percha, known as "gutta joolatong," while at the

same time the highways and byways of Europe and other countries are ransacked for cast-off rubber manufactures, from which the rubber is "reclaimed" and reused in conjunction with the new rubber from the forests of Brazil, Africa and the East Indies. Over one-half of the rubber imported into the United States comes direct from Brazil, while considerable quantities come from the United Kingdom, presumably the products of her colonies, and from Belgium, chiefly the product of the Congo Free State, which is under control of the Belgian government, and its industries of this character controlled by the people of that country. Recent reports received by the Division of Consular Reports of the Bureau of Statistics show that experiments in the East Indies have shown the entire practicability of producing the best Para rubber in territory immediately adjacent to the Philippines from trees transplanted from South America, and suggesting the possibility that the Philippine Islands may in time supply at least a part of the growing rubber consumption of the United States.

The tables which follow show the quantity and value of crude India rubber imported into the United States from 1893 to 1903, also the scrap and old India rubber for use in remanufacturing:

Importation of Crude India Rubber.			
Year ending June 30.		Pounds.	Dollars.
1893.....	41,547,680	17,809,239	
1894.....	33,757,783	15,077,993	
1895.....	39,741,607	18,353,121	

1896.....	36,774,460	16,603,020
1897.....	35,574,449	17,457,976
1898.....	46,055,497	25,386,010
1899.....	51,063,066	31,707,630
1900.....	49,377,138	31,376,867
1901.....	55,275,529	28,455,383
1902.....	50,413,481	24,899,230
1903.....	55,010,571	30,436,710

Importation of Old and Scrap Rubber		
Year ending June 30.		Pounds. Dollars.
1893.....	910,543	25,633
1894.....	1,774,008	55,803
1895.....	2,032,563	63,112
1896.....	3,874,677	123,068
1897.....	3,653,945	113,722
1898.....	9,488,327	339,374
1899.....	10,513,604	462,044
1900.....	19,093,547	1,249,231
1901.....	15,235,236	988,316
1902.....	22,894,900	1,437,960
1903.....	24,639,394	1,516,137

Deals With Tubing and Parts.

Much information systematically arranged in compact form is contained in the new catalogue of the Standard Welding Company, Cleveland. The seamless steel tube and bicycle parts supplied by this company are in such demand by the trade that the little pamphlet is a valuable little work of reference, several of its pages being given to tables, from which necessary particulars concerning material can be obtained by a glance. These include a table giving the nominal weight per foot of Standard Seamless Tubing, with the outside diameter in inches. There is also a table giving the decimal equivalent of an inch to be used for micrometer measurements. Six pages are devoted exclusively to bicycle parts.

HIGH-GRADE BICYCLES
AND
COMFORTABLE ONES

are now coming into their own; the tendency was never more clearly defined.

All who take the trouble to investigate will discover that

THE PIERCE POLICY

always was "high-grade bicycles and comfortable ones." In the PIERCE bicycles quality and comfort have always gone hand in hand.

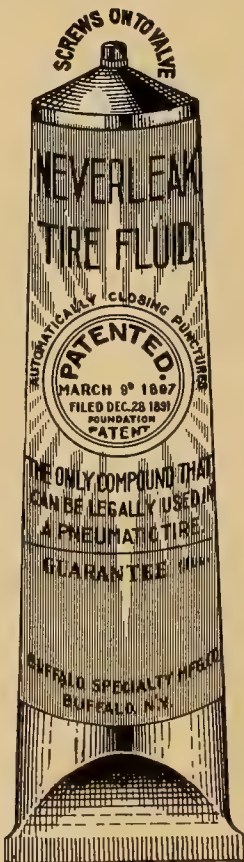
THE GEORGE N. PIERCE CO.

BUFFALO. DENVER. OAKLAND.

Also Makers of

Pierce Motorette and Arrow Motor Car.

\$25 REWARD



For information about any dealer or repairman using or handling any Compound, Powder, Fluid, Liquid or semi-liquid for the purpose of sealing punctures or leaks in pneumatic tires, in violation of our

NEVERLEAK PATENTS.

NEVERLEAK
AND GLINES' LIQUID RUBBER

are the ONLY Fluids that can be Legally Used in Pneumatic Tires.

Write for Conditions under which the Above Reward will be paid.

NEVERLEAK TIRE FLUID

when injected into a bicycle or automobile tire will never evaporate, but is always in liquid form ready to plug up a hole as quickly as it is made. It renders a tire absolutely puncture proof and is particularly guaranteed to preserve the rubber.

PUT UP AS FOLLOWS:

4 oz. tubes, 4 oz. cans, 8 oz. cans, quarts, one-half gallons and gallons.

All Jobbers Handle Neverleak.

For Automobile Tires we recommend

Automobile Neverleak.

Buffalo Specialty Manufacturing Co., BUFFALO, N.Y.

The Week's Patents.

740,428. Spark-Gap. John O. Heinze, jr., Lowell, Mass. - Filed May 20, 1903. Serial No. 157,999. (No model.)

Claim.—1. In a spark gap, two electrodes having parallel but not vertical, upwardly extending spark surfaces, having their edge portions rearwardly rounded.

2. In a spark gap, two electrodes having parallel, but not vertical, upwardly extending spark surfaces, having their edge portions rearwardly rounded, and means for moving and adjusting one surface toward or away from the other surface.

740,445. Sprocket Wheel. Arthur Langerfeld, Scranton, Pa. Filed May 5, 1899. Serial No. 715,763. (No model.)

Claim.—1. A sprocket wheel having a series of suitably supported teeth movable circumferentially toward and from each other and springs normally holding said teeth at equal distances apart.

740,554. Spring Frame Bicycle. Jacob H. Guiley, Saginaw, and James H. Pierce and James E. Wright, West Bay City, Mich. Filed March 5, 1901. Serial No. 49,938. (No model.)

Claim.—1. In combination with a bicycle a vertically movable seatpost yieldingly supported in a bicycle frame; a crank hanger separate from the bicycle frame; a pair of rearwardly extending radius rods pivoted at their rear ends to the bicycle frame and rigidly secured at their forward ends to the crank-hanger; a pair of upwardly extending D-shaped tubes, rigidly secured at their lower ends to the crank-hanger; and a pair of flat spring bars arranged to yield transversely in a plane parallel to the plane of the bicycle frame, said spring bars being secured at their upper ends to the seat post and being rigidly secured at their lower ends to the upper ends of the two D-shaped tubes for the purposes set forth.

740,578. Pneumatic Tire. Philip Magnus Collingwood, Victoria, Australia. Filed March 30, 1903. Serial No. 150,308. (No model.)

Claim.—1. The improved pneumatic tire consisting of a rim, a concentric air tube, an outer casing, a tongue therein one edge of which is stitched inside the said casing, eyelet holes around the edges of said casing, and a draw lace therein, a liner each single or reinforced edge of which is turned back upon the main portion, and incloses an endless retainer, the retainers, a cover, the edges of the said cover being wedge sectioned and each bearing against one side of the adjacent retainer, and the back surface of the rim, as and for the purpose described.

740,676. Motor Cycle. Joseph F. Merkel, Milwaukee, Wis., assignor to the Merkel Manufacturing Company of Milwaukee, Wis., a corporation of Wisconsin. Filed February 8, 1902. Serial No. 93,149. (No model.)

Claim.—1. In a motor cycle the combination of a frame having a tubular lower reach and a tubular upright communicating with each other at their lower ends, and provided, one with an exhaust inlet opening and the other with an escape opening, an engine mounted upon said frame between said reach and upright, and a tubular supporting arm connecting the exhaust port of the engine with the inlet opening in said reach, substantially as described.

740,703. Bicycle. Herbert P. Seymour, Hartford, Conn., assignor to Pope Manufacturing Company, Jersey City, N. J., a corporation of New Jersey. Filed August 30, 1898. Serial No. 689,834. (No model.)

Claim.—A handlebar, a post rigidly secured at one end thereto, a fork having a crown with an opening to receive the post and arranged to prevent relative rotation of said parts, a nut adapted to fit the threaded end of the post underneath the fork crown, and a tapered threaded plug adapted to fit an opening of corresponding shape in the handlebar post.

740,905. Chair Seat above Front Wheels of Cycles. Joseph Otterbein, Eichstettin, Germany. Filed May 13, 1903. Serial No. 157,604. (No model.)

Claim.—A chair seat above the front wheel of cycles, which chair seat is composed of two rods, arm pieces, seat pieces, traverse, connecting said arm pieces and seat pieces, cross pieces, also connecting said arm

pieces and seat pieces, foot pieces, traverse and connecting such foot pieces, back pieces, traverse, connecting these back pieces, and straps, which connect said back pieces with above arm pieces, all substantially as set forth

740,950. Bicycle Gear. John H. Trismer, New York, N. Y. Filed March 3, 1903. Serial No. 145,822. (No model.)

Claim.—1. In a driving gear for bicycles, the combination with the axle, and a wheel hub, of a sprocket pinion on one end of the hub, a fixed eccentric disk, engaged by the axle, a sprocket wheel mounted to turn on the said disk and having an annular rim, and a sprocket chain fixedly secured to the inner face of the rim of the sprocket wheel, and with which the said pinion engages, as set forth.

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" Chicago	11.50 "	3.15 P.M.

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AND MOTOCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVIII.

New York, U. S. A., Saturday, October 24, 1903.

No. 4

FIVE GET OUT

"Detroit Plan" Hits Them so Hard That They Quit the N.C.T.A.—Price Question Will now be Fought to a Finish.

Take out your handkerchiefs and hold your noses! The Manhattan Storage Co. is no longer a member of the National Cycle Trade Association, nor is the E. J. Willis Co., the Wilson Co., the New York Sporting Goods Co. or E. A. Braeher & Co. As the result of a meeting held the evening previous, they resigned on Wednesday last. They do not like the "Detroit plan," which requires the maintenance of prices, and resigned as an expression of protest.

The week before all save Braeher had joined in the issuance of a circular addressed "To whom it may concern," expressing their "disapproval of the so-called Detroit plan" and requesting "manufacturers of cycle goods not to formulate nor publish schedules of prices at which jobbers must buy and sell."

Presumably to lend perfume to the circular, the Manhattan Storage Co. was permitted to add a grammatical postscript, in which that sweet scented outfit was allowed to express its opinion that "there is no question of a doubt that it is just like committing suicide for large jobbers to approve of the so-called 'Detroit plan'"; and to add that "we could have had more signatures to this circular if we wanted to, but we confined ourselves to those which we considered as the leading jobbers in New York City."

The circular, with its impressive postscript, was mailed to not only manufacturers, but to the members of the jobbers' association. There is no authenticated report of its having caused a conflagration at any point. When one of the circulars reached President Leng of the N. C. T. A. he promptly transmitted a copy to the members, with the following explanation of their objections to the "Detroit plan" as given verbally by "we, the leading jobbers in New York City":

"First—that it prevents a large New York jobber quoting in or near Albany, Utica, Syracuse, Rochester, Buffalo, Elmira, Pitts-

burg, Philadelphia, Hartford, etc., any lower prices on standard articles than jobbers doing business in those cities are able to quote, and that it therefore has a tendency to localize the business. I believe that this is no argument against the plan, but it is really an argument in favor of the plan. It is true that the plan will have a tendency to prevent any jobber from taking business from another jobber's territory by selling at a lower price to counterbalance disadvantages in respect to freight charges and time of delivery; but I contend that there is no profit to the jobber who does this, the low prices he is obliged to quote depriving the business of net profit entirely. So far as the jobbers in the smaller cities are concerned, it is manifest that there can be no advantage to them in having such attacks made on their territory.

"Second—Another reason given is that the plan will tend to prevent overcharging the dealer who may not be posted in regard to prices. One of the objecting New York jobbers claims that his old way to get even with a retail dealer who makes unjust claims and deductions at settlement was at the first opportunity to sell him again and charge him highest possible prices. The answer to this objection is that the credit system of the association provides a remedy for the dealer making unjust claims.

"Third—Another objection is brought forward, viz: That the jobbers' profit on contract articles is usually insufficient, and that, the tendency of the plan being to put more articles under contract, it is to that extent objectionable, because contract profits will be insufficient. This objection has some weight. The officers of the association are contesting this point with manufacturers practically every day, seeking to have the contract profits increased on as many goods as possible for 1904, and on all goods for 1905. Every member can help in this work if he will—in the first place, by urging the manufacturer with whom he deals to make the jobbers' profits larger; in the second place, by being careful not to cut under any circumstances the amount of the profits already granted to us.

"The Detroit plan has been approved in writing by sixty-two jobbers and eighty manufacturers. The list of approving jobbers will be sent to those requesting same soon as

all the members are heard from. A number of firms on the eligible list have also approved in writing of the work of the association to improve trade conditions."

When Mr. Willis, one of the signatories, was seen, he reiterated practically the foregoing statements. He said the "Detroit plan" built up small jobbers at the expense of the large ones, and made it impossible for any jobber to secure business except within a limited territory. He thought the matter of freight rates would now decide the purchases of most dealers.

Asked if he did not think the "Detroit plan," placing all jobbers and dealers on the same level, reduced the matter of sales to a matter of superior salesmanship, he replied in the negative, and returned to the subject of freight rates. Asked if he did not think the discomfiture of himself and his four colleagues was due to their having made cut prices the main factor in their respective businesses he hesitated at the audacity of the question, and again answered negatively, and instanced department stores as evidence of the power of cut prices.

"We don't cut prices on all goods," he said, "but we think we ought to have latitude. If we take the risk of extending credit to a small dealer, I think we should have the right to charge him more than we charge others."

"If you held such views, why, then, did you subscribe to the 'Detroit plan'?"

"I did not sign it. I objected to it when it was proposed at the Niagara Falls meeting." (At the office of the National Cycle Trade Association it was said that while it was true that Willis had entered objections at Niagara Falls, he nevertheless signed the agreement, and that his signature will be shown to any one who may be interested. The Wilson Co. and E. A. Braeher & Co. also signed the agreement.)

Mr. Willis exhibited several letters from manufacturers, one from the G. W. Cole Co. and one from the Chicago Handle Bar Co., indorsing his position, and said several jobbers had also expressed approval. He named the Simmons Hardware Co., of St. Louis, and Coggins & Owens, of Baltimore, as being among them.

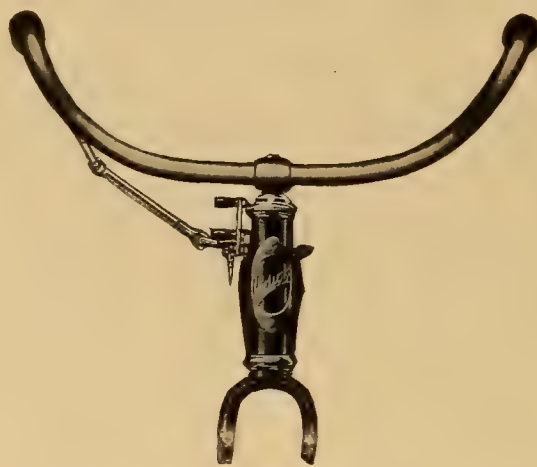
When an officer of the N. C. T. A. was asked for an expression of opinion, he did more than smile broadly—he grinned.

ONE HAND CONTROL

Hendee Brings Out a Valuable and Much Desired Improvement in Motor Bicycles.

Perfect control of a motor bicycle through the grip is a desideratum long sought, but hitherto vainly. In their new Indian "Grip Control" the Hendee Manufacturing Company, Springfield, Mass., have conquered all difficulties, however, and they are employing the device on their 1904 machines in the full confidence that it will prove to be exactly what all motorcyclists have been looking for. As will be seen by an examination of the illustration, the device is neat and unobtrusive, its every detail having been thought out with care, the object being to produce a device that would look well as well as be efficient and reliable in its operation.

The employment of this device makes it possible to control the Indian without re-



moving the hands from the handle bar grips. By a mere "twist of the wrist" on the right grip the entire machine is governed. Not only is the engine started, and the speed increased and decreased at will by this device, but it also lifts and drops the exhaust valve and makes and breaks the electrical circuit.

In designing this attachment, many details had to be taken into consideration, with the result that so perfect is its construction that should the bars become bent the action of the control will still be found to be free and easy, while, in case of severe accident, the machine can be controlled from the lever at the head of the machine.

The device consists of a flexible shaft connected with the right grip, leading down inside the handle bar to universal joints and a telescoping shaft which connects with the speed lever on the head of the machine. The construction is very simple, and admits of perfect steering with the front wheel. It is positive in its action, and does not detract from the beauty of the machine in the least.

As stated, the device, for which patents are pending, will be applied to all 1904 Indians. It is also adapted to all Indians now in use, and can be fitted to them as well. In all cases the lever control affixed to the top bar of the machine is retained, so that in case of accident to the handle bar of such a serious

nature as to break the bar or affect the grip control, the lever may still be used for the purpose of controlling the machine.

A series of tests, thorough and exhaustive, has been given the grip. It was first used in July last, when George M. Hendee had it fitted to the machine which he used in the endurance run to Boston and return. Three of the Indians used in the contests held at Manhattan Beach in September were also equipped with it, and its working then and on many other occasions was highly satisfactory.

Big Profits English Companies.

The submission of annual reports by the English cycle companies is now being made, and the first batch more than bears out the optimistic views which have been expressed, even in face of the unusually wet season just closed.

Three of the biggest and most prominent concerns in the trade, to wit, the Rudge-Whitworth, the Swift and the Premier companies, have made public their reports. The first two show substantial increases in net earnings over 1902, while the third turns an adverse balance for three successive years into a very substantial profit. In all three cases the season's business has been clean, and the present time finds them with stocks almost cleared out.

The Rudge-Whitworth profit is \$170,000, which exceeds the 1902 profit by almost \$20,000, and is the largest in six years. The usual 10 per cent dividend has been paid, and \$50,000 has been placed to the reserve fund, which now reaches the enormous total of \$270,000.

The Swift profit is just in excess of this—\$172,000. From this, however, is to be deducted some \$11,000 for directors' fees, manager's commissions, etc. The sum of \$50,000 is also carried to reserve. Shareholders of the Premier company were informed that the loss of \$35,000 in 1902 had been turned into a profit of \$96,000, with every prospect of a much better showing in 1904.

Origin of Aluminum.

Although the discovery of aluminum dates only from 1828, it has long been recognized as one of the most useful and important of the minor metals, chiefly by reason of its extreme lightness, its weight, bulk for bulk, being only one-fourth that of silver, which it resembles in appearance without being fit to be substituted for it, unless alloyed with suitable metals. It also resists the action of sulphur and the many sulphuric compounds, which have the effect of making the silver metal appear quite black. Aluminum is principally obtained from bauxite, which is a mineral, consisting chiefly of alumina, or oxide of aluminum and oxide of iron. Until recently this metal came principally from France, which held somewhat of a monopoly in the supply. Within a few years, however, extensive deposits of bauxite have been found in New South Wales, Australia.

Fire in the factory of the National Cycle Enameling & Supply Co., Milwaukee, Wis., on October 17, did \$3,000 damage.

"I hope you do not suppose for a moment that those resignations surprised any one," he said. "There's only one of the lot that even half surprised us. We expected them, and are immensely pleased by the situation they create. It will settle the issue as we would have settled it, and for all time, and will disclose the manufacturers who value their reputations and who desire to help those who are trying to help the industry. I have seen some of the letters that have reached the association office in reply to that joint circular letter, and let me tell you that most of them are of the sort that should make the other fellows' ears burn. Every one seems pleased to learn that the five concerns are out of the organization and say it is a great deal better off without them. The opinions from the West and South are particularly emphatic.

"Now that the issue has been raised, I think you will find that the legitimate jobbers will stand shoulder to shoulder. I don't mind saying that I was so convinced of the bad faith of some of those who have resigned that I have deferred placing a number of orders until the 'suspects' disclosed their true colors. I know several other members who have pursued the same policy, and if any manufacturer thinks he can carry water on both shoulders I fancy he will have a rude awakening."

"Will the 'Detroit plan' affect the volume of our trade or restrict our territory? Not a particle. It will bring out the qualities of our salesmanship. The matter of freight rates is of small importance to the jobber who has handled his customers fairly and taken proper care of them."

"How did the Manhattan Storage Co. ever contrive to obtain membership in the N. C. T. A.?" The jobber smiled as he repeated the question. "It was a pretty knotty matter, and their application was discussed for an hour before it was finally acted on."

Hall in New Quarters.

The E. H. Hall Company, the well-known jobbers, of Rochester, N. Y., are now in full possession of their new four-story building, at 59-65 Exchange street, that city. It gives them an increased floor space of 15,000 feet, and that it was needed is indicated by their report that 1903 was the banner year in their history—a report that also proves that there is nothing the matter with the bicycle business when it is properly handled and cared for.

Wyman Now a "Drummer."

George A. Wyman, the cross-continent motorcyclist, has returned to San Francisco, where he has engaged with L. H. & B. I. Bill, Pacific Coast agents for Kokomo tires. Wyman will travel California in their interests.

Price of Balls Advance.

In sympathy with nearly everything else pertaining to the bicycle, the price of steel balls has been advanced; the increase averages 15 per cent.

WOMEN CUSTOMERS

Stories That Show the Knowledge and Temperment of those Who Ride Bicycles.

"There goes the lady with the yowl," remarked the Harlem repairman as a young woman left his establishment.

"Yowl? What's that?"

"There's a good story in it," he laughingly answered. "I was busy with another customer when she first came into the shop about three years ago, and my boy attended to her. She complained that her bicycle ran unusually hard and desired that we diagnose the trouble. The boy examined it critically, and finally, pointing to the crank hanger, remarked, 'There's a yowl in there.' I overheard the statement and was almost staggered, but said nothing. 'Can you take it out?' the young woman asked. Of course he could, and he named \$1.50 as the price of the job, which he promised to have completed by the next day.

"When she left the place I asked the young rascal if he had gone daft or what he meant by a 'yowl.' He laughed uproariously. 'Had to tell her something,' he answered. 'Her money is as good as any one else's. But she was easy!'

"All the wheel required was an oiling, but, of course, she did not know it, and I dare not tell her. I felt guilty, but she paid the \$1.50 without complaint, and, upon my honor, she stopped in later to tell me what a remarkable change had come over the machine after the 'yowl' had been removed. She has been coming here ever since, and is always known as 'the lady with the yowl.'"

The telling of this story recalled the oddities of other women cyclists with whom he had dealt.

"I will always remember the woman who called to have 'steam' put in a tire. A valve was leaking, but she didn't know it. All she knew was that the 'steam' would not stay in. She really didn't know the difference between steam and air.

"We had another fairy drop in one day who left her pedals to be repaired. They were in such bad shape that we had to put new balls in them. When she called for them and I told her the cost, 35 cents, she became indignant and declared the charge to be an outrage. I explained that we had to put in an entire set of nice, new, bright steel balls, but the information did not appease her. 'I'll not pay it,' she sputtered and added quickly: 'How much will you charge to take the balls out?' I saw what sort of a daisy she was, and promptly answered, 'Twenty-five cents.' Then she saw a light and decided to pay the 35 cents."

For the first time in a number of years, French cycles are to be exhibited at the English shows. The firm of Terrot, of Dijon, have taken space at the Stanley show.

Says France Offers Fresh Opportunities.

In the opinion of an Englishman resident in Paris, the time is ripe for a fresh invasion of France. The ground lost in that country can be regained, he thinks. He refers especially to those firms which manufacture a high-grade, well-finished machine, as well as a medium priced one.

"There is a demand for machines built with parts that can be repaired anywhere; complicated brackets, etc., are no longer cared for," he says. "I feel confident that if a few British firms were to book at once for the forthcoming Solon—they must do so at once—several of them could win back lost positions. I am confident that England, with well-finished goods, built for French tastes, can with a little outlay in advertising and travelling, again hold her own.

"I repeat that she cannot compete in the very cheap lines, on account of duty, etc., which falls heavily on those goods."

Knight Delays his Start one Week.

W. J. Knight, who was to leave Chicago on Saturday last for a 10,000-mile motor bicycle tour of the West, postponed his departure until to-morrow, 25th inst. He will head for Los Angeles, Cal., passing through Illinois, Missouri, Kansas, Colorado, New Mexico and Arizona. From Los Angeles he will go northward to Seattle, Wash., through California, Oregon and Washington, of course; thence he will return to Chicago through Idaho, Montana, North Dakota, Minnesota and Wisconsin. His journey will take him over the Raton, Glorietta, Alamada and San Francisco ranges, the Mojave Desert, the Mount Shasta region, the Cascades, the Columbia River country and the Rockies. Knight expects to spend a year in making the journey, which he will describe and illustrate in the Motorcycle Magazine.

Concerning Store Service.

Every store gets pay for service as well as goods. If the store is dirty, badly managed, and an unpleasant place in which to trade, the public pay very little for service, because they get little service, says a contemporary. They will pay more money for the same goods amid pleasant surroundings—more on account of the good service. Then, again, the public will pay more money to be sure the goods are right, or will be right, than they will when they have to take chances—more for the same goods.

Small Failure in Akron.

A deed of assignment was filed in the Probate Court of Akron, Ohio, last week by the Century Cycle Company, of that city. The liabilities are placed in the neighborhood of \$2,000. J. V. Welch is named as assignee.

The Retail Record.

Newark, N. J.—Herman Austin; loss of \$500 by fire.

Cambridge, Pa.—W. H. Hill; half interest sold to L. E. Huckleberry, and firm name made Hill & Huckleberry.

WHAT MOTORCYCLISTS WANT

Discuss Their Troubles and Point out Improvements—Famous "Short Circuit."

The motor bicycles not equipped with a compression tap should be fitted with some means for permitting the injection of gasoline or kerosene into the cylinder to facilitate the starting of the engine.

This was the very general and very decided opinion expressed at the regular "Saturday night talk" of the New York Motorcycle Club last week. Stories were told of the troubles had in starting the motors during cold weather and the many expedients adopted to get gasoline into the cylinder, from the usual method of removing the spark plug to turning the machine upside down. All present agreed that the advantages that would accrue would be well worth the little trouble and expense that such a device would entail on the manufacturers. One of the riders who engaged in the discussion stated his purpose to have a spring oil cup, such as were used on "ordinary" bicycles a decade ago, fitted into the dome of his motor.

Another minor point of improvement that was discussed, and on which there was general agreement, was the necessity of a cock, or some means for emptying the gasoline tank when desired, or when, as is so often the case, fluid is required for outside purposes.

The experiences exchanged during the evening disclosed that most of the troubles that befall riders are petty ones, and vexation that results from the difficulty of locating them is due to lack of thought. One of the stories told—and it is known as "the famous short circuit" in New York club circles—illustrated the point very vividly. On a run this spring a "fussy" rider, as is his custom, "jacked up" his machine on two soap boxes for inspection, though it really required none. When he tested it, it refused to budge, and finally all hands sought to lend assistance. It was finally decided that a short circuit existed. After an hour had been spent in endeavoring to locate the "short circuit," the real trouble was suddenly discovered—the soap boxes were too low, and the rear wheel had not, perforce, been lifted off the ground.

Heller Goes to Philadelphia.

T. J. Heller, long the Eastern representative of the Federal Manufacturing Company, has severed his connection with that concern and engaged with the Standard Roller Bearing Company, of Philadelphia, a million-dollar corporation. Heller will have the sales management of the steel ball department, which grows out of the recent purchase by the Standard people of the ball business of the Grant Tool Company.

NATIONAL BICYCLES



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for all kinds
of service.

They are
ridden
everywhere.

National Cycle Manufacturing Co., Bay City, Mich., U. S. A., MAKERS

**SATISFIED DEALERS.
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THE BICYCLING WORLD

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In which is Incorporated
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By

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Change of advertisements is not guaranteed unless copy therefor is in hand on SATURDAY preceding the date of publication.

Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, OCTOBER 24, 1903.

Now for the Unmasking!

For the first time in the history of the cycle trade the eternal question of price maintenance is in a fair way of absolute settlement.

The attitude of the five jobbers who have repudiated the "Detroit plan," and followed the repudiation by resigning from the National Cycle Trade Association, has forced the issue, and it soon will be known not only if there are other jobbers who feel that they cannot do business without cutting prices, and who are the manufacturers who do not desire the prices of their goods maintained. The line will be so plain and deeply drawn that none can fail to see it if they would. It will be a perfectly natural condition. It is not usual for sheep and goats to flock together. If they have mingled matters are much simplified when the goats recognize themselves as goats and betake themselves to their own peculiar fields.

The situation that has arisen is a situation

of the sort, and it cannot be said that it is surprising. The five "insurgents," for want of a better term, are the men of all men who might have been expected to take the very stand they have taken. They have worshipped at the shrine of cut price, have inscribed it on their banners and flung the banners to the four winds. Two of them, at least, have advertised themselves as "price demoralizers," "kings of price cutters" and the like, and one of the others has in writing protested against the "Detroit plan" because it struck a body blow at his policy of charging two, three or a dozen different prices for the same goods. The wonder is not that these men have withdrawn from the Cycle Trade Association, but that they ever went into it or should even appear to lend themselves to anything suggesting price maintenance.

The situation is one that makes for the health of the trade. The fight should be to a finish. There is no room for retreat or concession or sympathy. The cutting of prices has been one of the things that has played havoc with the trade; the man who is not for price maintenance is against it, and if he is against it it means that he cares little for reputation, and would sacrifice the wellbeing of the trade for temporary personal gain. It is just as well that such men, whether they be manufacturers, jobbers or retailers, be unmasked, and the unmasking may as well begin now.

The Changed Conditions.

At no time within the last ten years has the bicycle industry been confronted by such unusual conditions as now prevail. They are such, indeed, as to foreshadow a new era in the methods of buying and selling and such as will entail considerable thought before matters are finally readjusted.

The upshot of it all probably dates back to the failure of a Buffalo concern, who were able to undersell all legitimate manufacturers, by the fact that they were able to do an immense volume of business with capital furnished by the material and tire people. This apparently small detail coupled with the general advance in material, especially in rubber, led the tire manufacturers to rescind the policy they had long maintained—that of granting several months dating to bicycle makers, has worked more change in trade conditions than is apparent on the surface. Under the new order all tires are sold rigidly on a thirty days' basis, with a discount for cash in ten days. This

not only applies to the bicycle and jobbing trade, but also to the automobile and carriage industry. Two strong efforts were made to have the tire manufacturers change their terms to the bicycle trade, which has long enjoyed future datings, but both proved unavailing.

The pneumatic tire being the most expensive part of the equipment of a bicycle, the attitude of the tire makers requires that manufacturers having an output of 5,000 bicycles and upward are concerned with a condition which means they will either have to secure additional capital to meet the terms of the tire people or, on the other hand, to sell at least 75 per cent. of their product without tire equipment, leaving this entirely in the hands of their local agents. As this condition also equally applies to the jobbing trade, the fact that the market absorbs at least one million and a quarter pairs of tires each year will convey an idea of the additional capital that will be required to conduct the bicycle business during the coming year.

Despite the discomfiture which the altered condition entails on the bicycle manufacturers, if they can but adjust themselves to meet the new state of affairs, we believe that it will prove of great and far reaching benefit to the whole trade. At the moment it certainly requires that the bicycle manufacturer be more careful in the matter of credits and datings.

Fall Cycling.

In spite of the fact that these are the "melancholy days," the experienced cyclist knows that under average weather conditions at least a month of the finest kind of riding still remains. Nothing more ideal can be imagined than a leisurely spin over leaf carpeted byways these fine October days. The climatic conditions are perfect, the roads in the pink of condition, nature in her most receptive and entrancing mood. Even the November days, with their foretaste of approaching winter and their obtrusive winds, are not without charm to those who know how to take them and get the most out of them.

The crux of the matter is found in the garb of the rider and his itinerary. These happily decided upon, the discomforts are reduced to a minimum, the pleasure enhanced immensely.

To dress warmly, but not too warmly, is no easy task. At starting out one feels chilly unless wrapped up, even with a temperature

of 45 or 50 degrees, whereas after riding awhile a glow permeates the body and produces an undue amount of perspiration. The problem is, therefore, to dress so as to steer between the two extremes—to avoid unpleasant warmth at the end of the ride and chilliness at the beginning.

This solved satisfactorily, the day's route is to be decided upon. It should never be too long, and should be selected with reference to the wind. A straight out and back run should preferably be taken, with an adverse wind on the first stage, so that the return journey will be made with the wind at the back. The danger in this arrangement is that the wind may change, and in that event some unpleasant "plugging" has to be done. Some riders prefer to work it the other way—go with the wind on the outward journey and take chances of the wind dying out or veering by afternoon. But in going before the wind one is tempted to ride too far, in which case there is not much fun in the homecoming.

A better plan is to take a semi-circular course, laid out in such a manner that direct head winds are never encountered. A third way is to ride straight away, before the wind of course, returning by train. This is expensive, however, and repugnant to many riders, who prefer to make the entire journey awheel.

Net Profits and Gross.

Nowadays repairers do not have any great number of special parts to make. Either the regular part for the machine can be procured without any great trouble or delay, or some stock part can be found that will answer the purpose.

Even when a job of this character comes in the repairer is usually held down to a price which forbids his doing the work in the manner he prefers, and he is obliged to resort to makeshifts of a doubtful character. Suppose, for example, a machine comes in with a broken pedal pin, or a seat post or handlebar bolt with the thread stripped. The thread is an odd one, and the owner of the machine tells the repairer to make a new one, as he is in a hurry. But don't run the cost up, he adds, and the repairer scents trouble.

"The thread should be chased in the lathe," he will say, "and that will make it cost a little more. You can save a little money by having it cut in a die—that is if we have a die with that thread. It won't be as good a job as if it were done in the lathe, but it will answer the purpose."

Nine times out of ten he is told to cut the thread with a die, and he has a job on his hands that he does not like. He knows that unless he uses great care he will cut a thread slightly different from the one required. If he presses the die stocks down hard he will make the pitch too long; while if he bears down too lightly he will go to the other extreme and get the pitch too short, and then the bolt or pin may not fit, and it is his loss. But what can he do?

To the practical business man it seems impossible that any one should ignore the difference between gross and net profit, but there have been more businesses wrecked—and some of them large ones, too—from in-

Editor the *Bicycling World*: Realizing that the bicycle business is strictly what the bicycle dealers choose to make it, we are going to begin now to get in shape for our next year's business by remodelling our store and by putting in many new improvements.

One of the new features will be a bicycle reading room, toward which we would like your co-operation, first, by sending us a file of the *Bicycling World*, and, second, by sending us, from time to time, any reading matter that may be of interest to the cycling public.

If Colonel Pope desires again to arouse cycling enthusiasm he should issue a booklet containing some of your strong editorials on "Enthusiasm," "The Dealer's Share of the Blame" and other kindred topics.

Enthusiastically yours,

SCHOLLENBERGER BROS.,

Wichita, Kan.

difference to this point that from any other cause. Indeed, it is hardly going too far to say that in the majority of the cases of failure in the cycle trade the reason has been the want of proportion between the dead charges and the turnover.

Rent, taxes, advertising and wages are not the only items by a long way. There are postage, stationery, interest on capital, wear and tear of machinery and tools, and depreciation of stock, to mention only a few other items. These two latter are only too frequently overlooked, with disastrous results to the year's trading. Tools have a way of wearing out and getting lost, and then they require replacement; and deterioration of stock is a serious matter. A dealer who buys a quarter gross of bells, say, may safely reckon that two at least will bring him no return, and there are other things of a much more perishable nature.

If a complete analysis is kept of all dead charges the dealer can at once see how to curtail expenses, if necessary, and how he

requires to bring up the turnover to such a figure as to bear its proper share of non-productive expenses. Say a man sells one hundred machines at a profit of \$10 each, and his dead charges are \$500 per annum, it is evident that each machine bears \$5 of this impost. If he can bring up his turnovers to two hundred machines, his dead charges will probably only increase, say, 25 per cent., so that, instead of making only \$10 profit per machine, he will make \$12, and so on in proportion as the turnover increases.

It is of the utmost importance, therefore, that dead charges should be carefully scheduled, and as soon as it is seen that the turnover is too small to bear them it is obvious that the business is being carried on at a loss, no matter how high may be the percentage of gross profits.

Decadence of Dropped Bars.

It is rare to see a motor bicycle equipped with anything but an upturned handle bar. Pictures of groups of motorcyclists with their machines show this, and an examination of single machines, either in the club-houses or on the roads, bears out the assertion. The drop bar is almost unheard of, even with racing machines. The raised bar is more comfortable, and, in the absence of any necessity for it, of any advantage to be gained by its use, the former is completely tabooed.

While this is very far from being the case with the pedal-driven bicycle, it is apparent that the dropped bar has lost a very large portion of its whilom popularity. A very large number of riders still use it, of course. But it is more than doubtful whether they form a majority. The practice of using dropped bars indiscriminately, even if one make no pretense of being a "scorcher," no longer rules. There is no longer such a great desire to possess a machine that looks like a racer, and for this reason the displacement of dropped bars by the infinitely more comfortable and sensible upturned ones has come about.

If the "Detroit plan" really should induce some of those affected to "commit suicide" it is the very best reason why it deserves support and rigid enforcement; such a happy result would undoubtedly cause the remainder of the trade to devoutly thank God that such an effective "plan" is possible.

Anybody can cut prices, but it takes good salesmanship to sell goods at a profit says *Printers' Ink*.

RAIN AFFECTED RACING

And Big Motors Injured the Tracks—Salt Lake's Notable Success Arouses the West.

While these large pacing machines used this year have proven safe and reliable, with not a serious accident since May 30 to their discredit, there is one argument against their continued use that cannot be refuted. They have played havoc with many tracks, and confined cycle racing to the Eastern New England district—that is, paced racing. They are too heavy for some tracks and too fast for others.

Some of the old-time tracks, upon which records have been broken, have been entirely out of the question for the new pace. During the last month the old Baltimore track was condemned by the Building Inspectors. The fast Washington track is a thing to be avoided under the present racing conditions. Philadelphia, Atlantic City and Springfield have been abandoned this year, and Pittsburgh, Dayton and Springfield (the two latter in Ohio) have been too far from the centre of activity of paced racing. This has confined racing back of pace to Boston, where it thrives and has its home. But in the Boston district many tracks have suffered through the big motors. Many surfaces must be rebuilt for next season, as the large 500-pound machines have thumped the very underpinning from under them and split surfaces into kindling wood. To-day but one track thoroughly suitable for the big motors is available, and that track is Charles River Park.

Whether other tracks will be constructed remains to be seen.

Owing to the weather conditions this year most of the tracks lost money. Some were heavy losers, and few more than broke even. In June and August there were thirty-five rainy days. With such conditions existing, money making was entirely out of the question. The outlook, therefore, for track-building is not very bright.

During the past year three new tracks were constructed. While none made money, the outlook for at least two of these new tracks is promising. Charles River Park and Lowell will be money-makers. The latter, although new, will have to be reconstructed, as the big motors have already weakened the supports, causing the track to sway badly while the big motors are going around.

In one city, however, cycle racing has proven an unqualified success. The Salt Lake City (Utah) track has again coined money. Salt Lake's success has resulted in a general feeling of confidence all through the West. This has resulted in applications being made for franchises for Denver, Pueblo and Ogden. These three cities, and Salt Lake City, promise to form the nucleus of a prosperous Western circuit which will draw largely from Eastern territory next year, as it has done this year.

Track building and cycle racing in Salt

Lake City was inaugurated four years ago, largely on bluff which won. The Salt Palace management was asked to build a track. They wanted some guarantee of attendance. Cycle enthusiasts easily secured thousands of signatures of people who promised to attend the races. The construction of the track followed, and, apparently, all who signed those papers did so with every intention of keeping the promise. Races were run once weekly, then twice, and, finally, thrice, yet the crowds came. Nor was the second year less successful, and the third saw no chopping away in the interest. During the season just ended, two meets weekly have been promoted with success. Salt Lake has seen good racing, and seen racing as advertised. The promoters have kept faith with the people.

Why Walthour Can't Retire.

Two retirements have been announced in the cycle-racing field—one of Walthour, a Southerner, and the other of Major Taylor. Both give superabundance of wealth gained from cycle racing as a reason for retirement.

Despite this fact, there is every reason to believe that both riders will again be seen in harness next season. In fact, the name of Walthour is already on a contract to race under the management of Eli Winesett until January 1, 1905. That nulls the retirement story from Walthourville, otherwise Atlanta, Ga. Taylor has earned between \$10,000 and \$15,000 this year. He will hardly find another opportunity to clean up a like amount in any other field. Probably after mature deliberation, he will think it all over again, and decide to shy his castor once more into the ring.

Walthour Beaten by Horses.

Bobby Walthour was beaten in a ten-mile race against running horses at Atlanta, Ga., last Tuesday. He had several difficulties to contend with, one of which was that he had the outside of the track, this putting him at a disadvantage of five-eighths of a mile in the ten miles. The track was too heavy for fast bicycle riding, which was another disadvantage. Then he lost some time through the breaking of a wheel and the necessity of changing to another.

Although beaten in the race, Walthour, with motor pace, made better time for a single mile than any of the horses. His best time was 1:49½, while the best time made by a horse was 1:51 flat.

Hour Record Again Broken.

The hour record of "Tommy" Hall did not long grace the record table. At the Park des Princes track, Paris, last week, Dangla put up new figures, covering 52 miles, 918 yards, in sixty minutes, as against the 52 miles, 500 yards, of Hall.

Particulars of Dangla's great ride have not yet been received, but it is presumed that Hall and Continent were his competitors. The three men were matched for an hour paced race on the date mentioned, and, while a great contest was looked for, it was not thought that Hall's record would be displaced.

OHIO'S ODD LAW

Peculiar Statute Affecting the Road Rights of Cyclists Is Brought to Light.

Although it escaped remark at the time, the legislature of Ohio in 1902 amended the law relating to bicycles in curious fashion—requiring that on meeting they shall give two-thirds of the road to "carriages or vehicles of any description"—the bicycle itself is a vehicle—while "carriages and vehicles of any description" need give bicycles or automobiles but half of the highway. The terms of the quaintly worded law are as follows:

"All persons driving carriages or vehicles of any description, on any public turnpike, road or highway of this State, shall, on meeting carriages or vehicles of any description, keep to the right so as to leave half of the road free; and all persons riding on horseback, or on bicycles, tricycle, tandem bicycle, locomobile or automobile, on meeting carriages or vehicles of any description keep to the right so as to leave two-thirds of the road free, and if any person purposely and wilfully neglects or refuses to comply with the provisions of this section, or in any other manner wilfully hinders or purposely obstructs any person in the free passage of any such road or highway, or shall ride a bicycle, tricycle or tandem bicycle on the sidewalk or footpath of any hamlet or village, he shall on conviction thereof, before any justice of the peace or other court having jurisdiction, for every other offence be fined in any sum not less than \$5, nor more than \$25, for use in the common schools of the county in which the prosecution is had."

A Voice From the Tomb.

The executive committee of the New York State Division, L. A. W., awakened sufficiently on Saturday last to follow the lead of the Associated Cycling Clubs of New York by adopting a resolution protesting against the proposed removal of the cycle paths from the new East River Bridge. This is the language of the resolution:

"Resolved, That in behalf of the thousands of bicycle riders of this city, whose interests would be vitally and injuriously affected by such proposed changes, this committee does most earnestly and strongly protest against said proposed change in said plans, and that this committee respectfully requests those having the matter in charge to adhere to the plans as originally prepared, so that a safe and convenient means of transportation may be provided for bicycle riders across said bridge."

On Sunday, November 1, the Bay View Wheelmen, of Newark, N. J., will hold their annual hare-and-hounds chase. The course will be 15 miles in length, and gold, silver and bronze medals will be awarded to the winners of the first three places.

THE ELKES MEMORIAL

Club Subscriptions Should be Made up During Indoor Season—Glen Falls Interest.

Now that the season of indoor activity among the clubs has begun, some one in each organization should make it his business to stir up his fellows and get either an appropriation by the club, or have a popular subscription taken up for the Harry Elkes Memorial Fund. The fund is progressing, but the responses are slow and the clubs have not yet been heard from as they should be. A couple have set an example that should be followed generally, and during the season of clubhouse entertainments, when the members are more often assembled in numbers is a good time for those who have the matter at heart to act.

The movement is to get enough to erect a monument at the grave of the brave, popular boy and great rider, who was killed at the height of his glory while breaking world's records, but it is desirable that the fund shall be several times as big as it is, in order that a stone creditable to the cycling fraternity at large may be erected.

Such movements are naturally slow, but they are cumulative. They spread out and help comes eventually from all quarters. The sentiment is being stirred up at Glens Falls, the home of Elkes, as is shown by the following letter to the Glens Falls Star and the editorial comment on it:

Editors The Star: The public of Glens Falls has always been quick to appreciate the fine work on track and field of those whose records have brought fame to the fair name of the village. Glens Falls has been particularly fortunate in this regard, but "lest we forget," to use Kipling's phrase, it would be well to remember that we owe a debt of gratitude which has not yet been paid.

Some substantial recognition of the fine spirit and manly career of Harry Elkes should be a marked feature of our appreciation of his splendid record. He died, as his pastor said, "in the full flush of victory." His honors were well earned, his name cannot be forgotten.

To put this appreciation in concrete form a movement is now under way in Boston to raise funds to erect a suitable monument here in Glens Falls, where he spent most of his youth and from which he went forth to won honors for his foster city. His body now lies within the sacred precincts of our city of the dead. It would be somewhat of a reflection on our reputation, so ably sustained lately, if the movement should not receive generous support here. Toward this more than \$700 has been subscribed in Boston. More is needed to make the gift a fitting expression of the high esteem in which our lamented friend was held by those who knew him.

This note is therefore sent with request that your consent to act as the custodian of so much of the funds as may be subscribed in Glens Falls and vicinity. The purpose to which the money will be devoted should appeal to every lover of that clean and commendable style of racing of which Harry Elkes was a choice exponent. Let the responses be hearty and generous. The money will be forwarded to the paper in New York which has the matter in charge. SUBSCRIBER.

[The Star will be pleased to receive contributions, and forward them to the proper custodians.—Eds.]

Contributions received by The Bicycling World and not previously acknowledged are:	
P. A. Dyer, 270 Bridge street Brooklyn	\$10.00
Albert Clark, Superior, Wis.	1.00
Total	\$11.00

New Jersey Centurions Awaken.

On next Sunday the New Jersey Division of the Century Road Club of America will hold a fall country run from Jersey City to Plainfield and back. This is only the second chance that has been offered this season to make a century over New Jersey roads. The route chosen is a fine one, the return being made over different roads than the outgoing ride. The start will be made from the corner of First and Coles streets, Jersey City, and the following points will be the checking stations, Plainfield being the dinner stop: Jersey City, Rutherford, Bloomfield, Milburn, Elizabeth, Plainfield, Springfield, Belleville, Rutherford, Jersey City. Entry blanks can be obtained from Harry Early, No. 12 West Forty-first street, Bayonne, or Joseph Sesta, No. 309 First street, Jersey City.

Racing in South Africa.

The South African cycling season is now in full swing. Some of the racing events scheduled by the Pretoria International Cycling Association are as follows: September 16, 100-mile Transvaal championship; September 26, intercapital race, Pretoria (Transvaal) vs. Bloemfontein (Orange River Colony); October 3, twenty-five-mile Transvaal championship and team race, Johannesburg Wanderers vs. Pretoria I. C. A., and on December 26 a full day's race meeting.

California's First Endurance Run.

The first endurance run by motor bicyclists in California was held on October 11 by the Pacific Coast Motor Cyclists. Twenty-three riders started, and two finished with a perfect score of 1,000 points. They were J. W. Leavitt and J. R. Kenna.

Kimble Coming Home.

Owen Kimble, the American racing man, who has spent the season riding on European tracks, sails for home this week. He has had a fairly successful year, being placed in a large number of important races.

THE REGULARITY RUN

Innovation in Motorcycle Events to be Inaugurated by New York Club Election Day.

The "regularity run" is the latest innovation in the line of motorcycle events. The New York Motorcycle Club is responsible for the idea, which will be put to the test on Election Day, November 3, when its "first annual 100-mile regularity run" will occur. The route will be from the clubhouse, 1904 Broadway, to Norwalk, Conn., and return, and the event will be open to all machines not exceeding 5-horsepower and equipped for pedal propulsion.

The idea is to set a given pace and to maintain it, to keep the contestants fairly well together and penalize the stragglers. Five halts of five minutes each will be made during the day. The halts will be called suddenly, and at points known only to the officers of the run. Five minutes will be allowed stragglers to catch up. All who are outside that limit will be penalized a number of points equal to the number of miles covered since the previous stop was made. Any contestant who may have passed the pace-maker and be out of his sight when a halt is called will incur similar penalty. The run being one of 100 miles, 100 points will be the maximum score. Medals will be awarded all contestants scoring 75 points or over. Entries will close November 1 with Captain David D. Miller, 241 Fourth avenue.

On Thanksgiving Day, November 26, the club will hold a braking or stopping contest, and probably a half mile slow race.

Short Belts Score.

In engineering circles it has always been accepted that the long belt drive has given better results than the short. As regards flat belts, where the gripping is only obtained by contact by wrapping around as large a circumference of the pulley as possible, the theory may be a perfectly sound one, but as applied to the angular shaped section belts, as found on many motorcycles, where the action is that of wedging, thereby gripping the flanges of the V pulleys, the theory of long belts has been somewhat upset by the results obtained with shorter drives.

For Removing Grips.

To remove grips without harming them the following process, although a rather elaborate one, is effective: First drill a small hole into the handle bar up the inside of its stem, then pour a small quantity of water into the bar through this hole, and blow upon the bar with the gas blowpipe until steam is generated, which will soften the cement and the handle grips will come off uninjured.

Court Edwards, a trick rider, who is "doing stunts" in Western vaudeville theatres, lays claim to the world's unicycle record. He asserts that he has ridden 236 miles in 30 hours on one wheel.

GREENHORNS ARE PLENTY

Elementary Questions Asked by Riders Show There is Need of a Kindergarten.

The man who does the heavy loafing work for the Bicycling World was squatted socially in a bicycle store in the upper part of New York City the other day, when a man came in to buy a bicycle. By way of explaining what he wanted he told the proprietor how much he wanted to pay. He was led over to a bicycle which he eyed with his head on one side with the air of an expert critic. He solemnly thumped the tires and listened, as a man sounds a melon to see if it is ripe. Then he spun the pedals, first one and the other, and next he picked up the bicycle and spun the wheels gently and watched them come to a balance. He was determined to learn for himself the quality of the bicycle. He went through all the old familiar stunts practised years ago when people who knew nothing whatever about bicycles were buying them like hot cakes from the griddle. After the customer had departed the idler lazily inquired:

"For Heaven's sake George, do you have many like him? Is it possible that there are people who are as ignorant about bicycles as they were before the boom? I thought every boy knew all about all wheels."

"Lots like him. Every boy does know all about bicycles. They can teach me, some of them; but there are men and women by the hundreds whom the boom never touched, and every now and then one of them who has decided to buy a machine and learn to ride drifts in here. If you kept warming that chair long enough you would hear all the same old rigmarole of questions and arguments you heard ten years ago, and would think you were dreaming of the halcyon days when the bicycle was a brand new discovery made by hundreds of thousands all at once. These new converts seem to be people without friends, or at least friends who ride. Their ignorance is pitiable. They thump wheels and spin the pedals and twang the spokes and ask if it has ball bearings, and is it a high gear, and now and then—don't laugh—some of them spring the old question about the strength of the "pipe" used in the frame. I haven't had any one kick about the tubing being hollow, but it would not surprise me to have it come any day. They want to know about the guarantee, and want a lamp and bell and some tire tape thrown in. The same greenhorns go through the old, old struggle. They come back and kick if they get a puncture or if they fall and the handle bars get twisted in their socket. It seems hard to believe, but, after all these years, there are persons buying bicycles who are as strange to them as if they never had seen one. They are as stupid mechanically as the recruits of the boom days, and just as unreasonable.

"It often strikes me that there is just as

much room as ever there was for a lot of kindergarten instruction, in the line with the same absurdly simple don'ts and hints that the daily papers used to print and we all used to laugh at. There are hundreds now riding on the roads who are absolutely helpless in the face of any little piece of trouble."

Now, the following incident is not put in to round out the story, but it did happen to follow this talk, and the story is written because it so happened: A man came into the store carrying a pedal in his hand and said to the dealer:

"I brought my bicycle here last week and had you put on a new crank and pedal, and now the pedal has come off. It dropped right off in the street."

An examination showed that the thread on the pedal shaft was not stripped, and the dealer said:

"Well, it has simply worked loose. All you need to do is to screw it in again and set it up tight."

"But I don't understand anything about that. I thought it must be broken in some way. It had not ought to act like that when it was new only last week. If it is put back again just as it is won't it drop out again?"

"Why, it has simply worked loose, the same as anything that is screwed is apt to do. Any repairman will fix it for you, or you can do it yourself with a wrench. Put a little powdered resin on the threads and jam it tight with the wrench. If you prefer you can bring your wheel here and I will fix it so it won't come off again."

The man had a dubious look on his face while he listened, and he concluded that he would bring his wheel around to have it fixed. He did not understand and would feel better about having it done that way.

"Now, isn't there need for kindergarten work?" snorted the dealer when the man had gone.

Extremes in Lubrication.

In the matter of lubrication most riders go to one of two extremes: The bearings will be almost entirely neglected until they begin to squeak, or oil will be poured in copiously wherever a hole can be found, often flooding the bearings and thus running the risk of oil running down the spokes on to the tires when the machine is at rest.

It must be remembered that oil has a very bad effect upon rubber, and that, should any get upon a tire, it must be taken off at once or the rubber will suffer. The best plan is to lubricate a machine consistently, and only a little at a time. Only a few drops of oil should be injected at a time, and, in order that it may reach both sides of the hubs, the machine should be leaned over to one side for a few moments, and then be leaned to the other so that the oil will run into the ball races on each side. The same applies to the bearings of the crank axle and also to those of the pedals.

Five additional companies of cyclists are to be added to the French army. At the recent manoeuvres, one company carried out a night "march" of fifty-three miles, from Berzieux to Sedan, in six hours and a half without a single straggler.

BUYING STILL BRISK

Fag End of Season Sales Continue—Purchasers go Abroad or to Winter Resorts.

"What excuse do folks give when they come in to buy a bicycle at this season of the year?"

The flippant question was asked by a visitor in the Pope Mfg. Co.'s New York store, at No. 12 Warren street, while a Bicycling World man was present. The two salesmen had just been busy attending a string of five customers who came in one after another, and three of whom bought wheels.

"No excuse. We don't ask any. There is nothing strange about it. There is a steady buying trade all through the fall."

"But don't the buyers volunteer any explanation when buying?"

"Frequently. Many of those buying now are going South or abroad, and want to take new wheels with them. That man that left last was looking for a wheel for a sister who is stopping at Atlantic City. We sell a great many wheels to go there and to other winter resorts. Others are sold for birthday presents."

"But aren't there any who buy wheels to use here in the city during the fall?"

"Bless your heart, there are plenty of them. They are people who come in and frankly declare that they did a little riding while away during the summer and have got the fever again and are going to ride regularly till snow flies. Some of them are men who will do it, too. Then there is the steady percentage of those who have used their old wheels to the utmost and are simply forced to get new wheels or quit. Some quit, but there are enough of all the other sorts to make a steady if not any overwhelming fall trade."

When the Frame is Sprung.

A frame may get "sprung" out of truth consequent on collision, or other kind of accident; or, again, if structurally weak in the first place, the continued stress of riding may have "warped" it. Such a defect is most serious, and special attention to the point is warranted. By way of a preliminary test stand in front of the head, close one eye, and take a line of sight past the seat tube, and note the distance of the back fork and chain stay from the imaginary line. Repeat this on the opposite side, and the distances observed should of course be equal. It is perhaps needless to say that the seat tube should be in an exact line with the head tube. If there is any doubt on the matter, proceed as follows: Tie a piece of string to the chain adjuster on one side; bring the string inside the back fork around the head tube and back on the other side of the seat tube, inside the back fork, and fix to the other chain adjuster. If the frame be true, the distances between the string and seat post on either side will be equal.

TALK ABOUT RUSSIA'S Proposed Invasion of Japan!

Have you noticed in the recent issues of the Bicycling World

HOW THE

RACYCLE

CONDITIONS IN JAPAN

R. Sumi, the well known bicycle importer of Osaka, Japan, reached New York this week, coming by way of London. He states that cycling interest in the Empire is still increasing, but that business this year fell short of last season's record mainly because of the poor rice crop. An abundant harvest is now in sight, however, and he expects 1904 to prove a banner year.

Mr. Sumi, who maintains two branch stores and a corps of seventysix agents, makes the Racycle his leader. He also handles the Johnson and the Rudge-Withworth, the latter, of course, of British manufacture. The Racycle, he said, had given splendid satisfaction, the demand being for the \$60 model; it is of such large proportions that he is bringing over one of his men who will be stationed at the Racycle factory in Middletown, Ohio, to look after his shipments. He admits that not all the American bicycles which he handles are in the Racycle class, nor do the manufacturers give him Racycle attention. Although the particular bicycles of which he spoke had recently broken in the same place, no compensation has been paid to his protests.

The Racing Men of Japan.

According to R. Sumi, the Japanese importer, who is now in this country, cycle racing is on the top wave of popularity in the Empire. The best tracks are in Tokyo and Osaka, but he says nearly every little town in the country possesses a course of some sort. The mile record stands at about 2:25, the slow time being due to the sandy and poorly improved tracks that are the rule. No admission fee is charged, and as a result crowds of from 10,000 to 20,000 are common. The Racycle, which Mr. Sumi handles, is a prime favorite, as the accompanying illustration testifies; it has won the amateur championship of Japan for three successive years; the one good reason why it has not annexed professional honors is because there are no professionals in Japan.

Has Invaded Japan?

IF NOT, LOOK IT UP.

The Japanese are quick to grasp
the best.



THE MIAMI CYCLE MFG. Co.

MIDDLETOWN, OHIO.

POSITION OF THE FEET

Most Coaster-Brake Riders Like Their Knees to be Nearly Horizontal.

Riders of coaster brake machines acquire, almost unconsciously, habits of foot position which are rarely foregone. A general similarity marks these positions, as a little observation will show. A writer who has given the subject considerable study advances some plausible theories, tending to show that something more than chance is at work in the matter.

During the last year I have not only studied my own methods, but have carefully observed the styles adopted by other riders, and have noticed that the position of the feet is a secondary matter, whereas the whole position of the legs is dominated by one instinctive desire, and that is to balance the knees and thighs, he says. When talking or writing of position, explanations are rendered easier if the cranks be regarded as clock hands, and the figures of an imaginary dial be used to represent the angles of the crank. Thus, to say that the feet are in the "quarter to 3" position means that they are at an equal height from the ground and that the cranks are perfectly horizontal. Now, the positions which enable one to carry the knees perfectly level are at "twenty to 2" and at "ten to 4"; that is to say, with one foot just below and the other just above a line drawn horizontally with the ground. And I have found that any variation on these positions will only be temporary, because instinctively the legs come back to the one which enables the knees to remain level.

I have tried often and often to persuade myself that the consistency with which the position was adopted was merely the outcome of habit, and have tried placing the feet at other angles, but they never stay there for any length of time and they feel uncomfortable all the while they are there. And another fact about my own position is curious. The left foot insists on the forward position, my right foot being relegated to the rear. I can never feel happy or comfortable, or even safe, when the right foot is forward, and this is not because of any question of brakes; the feeling is the same whether back pedalling brakes are used or not.

This preference for the left foot being forward may be the natural outcome of continued experience in previous years with the back pedalling brake, because the right foot is then in a good position for applying the brake. For dismounting, when the pace has been quite reduced by the right foot, the left foot is in the very best position because it has only to drop a fraction of a revolution and there is no chance of straining the machine by dismounting on the brake. The whole weight of the rider, plunged on to the left pedal when dismounting, could very easily fire a cone brake if the pedal were

behind the crank bracket and were lifted much beyond the extent of the back lash.

Sometimes, however, it is necessary or advisable to dismount and at the same time to maintain pressure on the brake, such as, for instance, when the rider wishes to dismount on a steep falling gradient. In this event, and with a decided preference for a brake applied to the rear wheel, there is, in my opinion, only one good way to dismount with a back pedalling brake and that is (assuming that one prefers to alight on the left side of the machine) with the left foot almost at the very bottom of the stroke and just a little to the rear, the exact distance depending upon the amount of back lash. In this position the foot can apply the brake and so check the speed of the machine, and then, when it has to take the whole weight of the body for the dismount it is only able to apply but slightly more braking pressure, and, as a consequence, no excessive strain is imposed upon the braking surfaces.

To Explore Mexico.

George A. Ferris and Billy Todd, of Denver, Col., have planned a bicycle tour of 3,000 miles, the route proposed being from Denver due south to Colorado Springs, and thence to Pueblo, Trinidad, Santa Fe, Las Vegas, Albuquerque, El Paso and Chihuahua. From the point last named they will proceed across the country, if possible, to Guaymas, on the Gulf of California.

This route will be a difficult one, even if no other obstacles are encountered than those of a geographical character, but a more serious difficulty which may be encountered is the possible meeting with some of the many bands of outlaws which now infest the country to be traversed. Should this make it inadvisable to continue on the route planned, the men will retrace their way from Chihuahua and go via the tracks of the Sunset Limited to San Diego, Los Angeles and San Jose, their ultimate destination, in any event.

Mr. Ferris, who is an enthusiast, has made a number of trips such as the one proposed.

New Club in New York.

The Merrick Wheelmen have been organized in this city, with the following officers: John Schuler, president; Oscar Lenz, vice-president; Leo Hamburger, corresponding secretary; Charles Haamen, secretary and treasurer, and Herman Fiesel, sergeant at arms. The first club-run, under the leadership of Thomas L. Warren, will be on Election Day, November 3, to Valley Stream, Long Island, where the club will hold a fifteen-mile handicap road race for members only. Joseph Kopsky, the famous road rider and also holder of the 100-mile unpaced road record, will start from scratch.

"Looping the loop" on bicycles, which has been a reigning sensation in Paris for some time, finally has been prohibited by the police. They took action after a man and his wife sought to perform the feat on a tandem, and landed in a hospital instead.

800 MILES IN SIX DAYS

How a Telephone Lineman Avoids Colorado's Bad Roads With his Bicycle.

R. S. Allen, a telephone lineman, who uses a bicycle in the travel made necessary by his occupation, claims to have made the distance from Joplin, Mo., to Pueblo, Col., which is nearly 800 miles, in less than six days. He rode into Pueblo on October 16, at the completion of this alleged feat, and in discussing the matter declared that it was "dead easy."

As Allen used a flanged wheel attachment, which enabled him to travel almost the entire distance on the railway tracks, his performance cannot be regarded as strictly in the line of bicycling, but it is of interest as showing the extent to which the bicycle can be utilized for long distance travelling. Allen rode a chainless, and on leaving the railway tracks he removed his flanged wheel attachment in order to pedal along the dirt roads.

Telling of his experience, Allen said that on the railway there were practically no grades encountered, and the bicycle glided along the smooth rails very easily. With the coaster brake, he found it unnecessary to pedal more than half the time. No one interfered with him on behalf of the railway companies, and the only obstacle he encountered was a freight train, which he followed half a day through Kansas. He passed it finally at a small station, and then ran away from it.

The average daily run made by Allen was 150 miles, and he rode ten hours each day.

In connection with this performance by Allen, it may be stated that George A. Wyman, who made the transcontinental tour under the auspices of The Motorcycle Magazine in the early part of the past summer, found it necessary to follow the railway lines most of the way from the Pacific Coast to Chicago, riding or pushing his motor bicycle over the ties. Mr. Wyman, in discussing his long ride, expressed confidence that by the use of a flanged wheel attachment he could easily have accomplished the journey within thirty days by riding upon the rails. He would thus have avoided the sand of the deserts and the gumbo mud encountered on many of the roads.

Tailor Trims a Rival but Shares Money.

A motor-bicycle race of two miles was run through the streets of El Reno, Oklahoma, on October 10, and was watched with much enthusiasm. White, a tailor at the fort, and H. King, a local expert, were the contestants. The race was exciting until King's motor went wrong, and he had to pedal to the finish. White won the race, but divided the money with King, who had really won the race, in White's opinion.

McKee Wins at Point Breeze.

The five-mile motor bicycle race run in connection with the automobile races held on the Point Breeze track, Philadelphia, on the 14th inst., was won by Daniel F. McKee, on a Marsh, in 9:07. H. J. Withan (Orient) was second and Robert Thompson (Special) was third. McKee won by nearly a mile.

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is a

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The natural logic of events makes it inevitable.

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Get thinking. Keep thinking. Then write us. We'll gladly co-operate. Try us.

P. S.—Don't forget that the YALE-CALIFORNIA MOTOR BICYCLE is in the works, and will be heard from later.

KIRK MFG. CO.,

SNELL CYCLE MFG. CO.,

TOLEDO, OHIO.

TESTS FOR TIRES

Two Simple Methods for Determining the Quality—How to Preserve Tires.

For the tire purchaser, it would, of course, be of great value to possess some simple rule-of-thumb tests, by means of which the quality of an inner tube, or of a cover, could approximately be ascertained. To some extent, those experienced in rubber manufacturing are able, as a rule, to form, by careful inspection of such goods, a fairly accurate opinion respecting their quality, but, unfortunately, such knowledge is hardly communicable, and is only acquired by long experience. Even then it happens, not uncommonly, that the opinion thus arrived at is eventually found to be very wide of the mark, says Dr. Carl Otto Weber, the German rubber expert, in the C. T. C. Gazette.

At one time it was generally supposed that the floating of a sample of rubber upon water was certain evidence of the purity and quality of the rubber; indeed, by a good many people who might know better, this floating test is still looked upon in the above sense, but, as a matter of fact, while a sample of floating rubber may be of very inferior quality, a non-floating sample may be perfection as a tire cover. There is also this difficulty, that the floating quality of an inner tube could only be tested by cutting a test piece out of it, and not by testing the tube as a whole. It would also be necessary to either cut a small test piece out of the cover or to strip some of it off the fabric, otherwise the fabric would interfere with the test.

The only test open to the non-technical buyer consists, therefore, in a rough elasticity test of the inner tubes, and in what I may term a cohesion test of the covers. The first test is carried out by taking an inner tube between the two thumbs and first fingers of both hands in such a manner that the thumbs and fingers lie across, and not along, the tube, and so that there is a space of, say, two inches between the two thumbs. A good tube should easily stretch out to at least six inches without breaking, and on releasing the tension the stretched part should immediately—not gradually—return to its former length and shape. In testing a cover, a small part of one of the moulded projections seen upon the tread of every cover should be fixed between the edge of the thumb nail and the tip of the first finger, with a view of tearing the small part so fixed from the cover. It will be found impossible to do this in a really well-made, first-quality cover, but in an inferior cover the cohesion of the rubber is much lessened, so that it becomes comparatively easy to tear a small particle out of it. Of course, this test cannot be considered a very exact one, but this may certainly be said for it—of the tire covers at present in the market, all the really high-class ones stand this test

well, while, with one, or perhaps two, exceptions only, all the second and lower grade tires do not stand it. The test has, moreover, the advantage that its execution requires very little experience.

The defects occurring in rubber tires are either defects of construction or defects arising out of unsuitable treatment of the rubber in the course of manufacture. In the present article we are only concerned with defects of the latter class. In the majority of cases any such defects arise out of unsuitable conditions in the process of vulcanization. It is true that a rubber article may already be spoiled in its very first stage of producing the rubber mixing, but in an industry like the rubber tire industry it is very rarely that an error is committed at this stage. There is, however, always a liability of the process of vulcanization producing undesirable variations from the standard. This is due to the fact that the crude rubber it-



NEW YORK BRANCH: 214-216 WEST 47TH STREET.

self, even fine Para, is hardly ever twice alike in successive deliveries, and there is at the present time certainly not more than one rubber factory in the country in which the vulcanization constants of every rubber delivery are chemically ascertained, and the composition of the mixings and the vulcanizing conditions altered accordingly. The chief defects arising in this connection are under-vulcanization and over-vulcanization. In the former case, we obtain an article which does not possess a vulcanization coefficient (for definition see above) sufficiently high for the production of the best result; in the latter case we obtain an article showing an abnormally high coefficient of vulcanization produced under conditions detrimental to the strength and toughness of the rubber. Under-vulcanization in a tire cover within the practically possible limits would produce a cover greatly lacking in resiliency, and offering little resistance to cutting stones and hard, gritty roads; over-vulcanization produces a "dead" cover, liable to sun-cracking in its most pronounced form, and wearing away at often an alarming rate,

A defect consisting in the unequal vulcanization of different parts of the cover was not uncommon at one time, but the more perfect tire-making plant, now almost universally employed, has made this defect a trouble of the past.

Under-vulcanization in inner tubes is not a serious matter, but over-vulcanization produces a leaky, rapidly-rotting article.

The greatest enemy of india rubber is oxygen. Like a great many organic compounds of similar chemical constitution, india rubber has a great tendency to undergo oxidation. In fact, the oxidation of india rubber is a process which is working towards its destruction throughout the whole period of its existence; but in good crude rubber, and in well made manufactured articles, this process proceeds at so extremely slow a rate that the rubber is turned into manufactured articles, and the latter are worn out, as a rule, long before the effect of the oxidation could interfere with their length of life. There are, however, one or two causes which are capable of producing, under favorable circumstances, an acceleration of this oxidation effect to such a degree as to considerably shorten the life of the tire. The most potent of these causes is the action of direct sunlight. Of course, this cannot very well be avoided, nor does it appear that this action of direct sunlight is capable of taking full effect when the tire is actually running, perhaps on account of the tire in this case only experiencing a number of short intermittent exposures. The case is different if the machine be allowed to stand exposed to strong sunlight. In such cases I have observed that a few hours of such exposure, particularly at a time of the year when the actinic power of sunlight is at its highest—May, June and July—is quite sufficient to produce the appearance of sun-cracking in a most marked degree all over the exposed portion of the tires. As a matter of fact, sun-cracking is merely due to the acceleration of the oxidation of the india rubber under the influence of the actinic rays of sunlight. For this reason it will often be found to occur in its most virulent form on the covers of the machines exhibited in show windows exposed to direct sunlight. Seeing that sun-cracking is simply oxidation of the surface skin of the rubber, it will be seen that after the lapse of a considerable time this phenomenon must even appear on tires which have never been used nor otherwise exposed to direct sunlight, or even strong, diffused daylight. That this is so every user of india rubber goods has had occasion to observe.

It may further be pointed out that in many parts of the country the street mud itself is inimical to the life of the tires, and it will be found that if, at the end of every day's run, the covers are passed over with a damp cloth, this treatment, in quite an astonishing degree, prolongs the life of the cover.

The injunction "Never allow the tires of a machine to become markedly deflated" is well known, but, as deflation does not affect

a tire save by placing undue mechanical stresses upon certain parts of it, we need not deal with this matter here any further.

With a view to preserving rubber tires, quite a number of precautions of various descriptions have, from time to time, been recommended. In what I have written I have shown that the deterioration of rubber goods of every description is invariably a matter of oxidation, and this is, therefore, equally true of inner tubes and covers. Of course, it is necessary to remember that tire covers, without showing any tendency to material (chemical) deterioration, may wear out very rapidly for reasons which we have already fully discussed. With this sort of deterioration we need not again concern ourselves here. But, as a perfectly sound cover, possessing a perfectly satisfactory prospective durability, may nevertheless rapidly be ruined by unsuitable or careless treatment, a concise statement of the points to be observed, as well as of those to be avoided, may be of some interest. Briefly, these points may be stated as follows:

1—Store the machine in a cool, and, if possible, dark place. Cement or stone flooring is preferable to a boarded floor.

2—The tires will keep distinctly better in a damp than in a dry room, but, as the former is injurious to the bright metal parts of the machine, a damp storeroom appears undesirable. Even in a dry room the tires may be kept permanently damp by occasionally passing over the tires a cloth damp-

ened with a mixture of one part of best (acid-free) glycerine with four parts of water.

3—See that the tires are thoroughly well inflated, or else keep the machine suspended.

4—Before putting by the machine at the end of a day's run, always remove, at least from the tires, the dust or mud adhering to them. This should be done with a damp cloth.

5—When resting in the course of a day's run, avoid putting the machine in a position where it would be exposed to direct sunlight.

6—The destructive action of oils or grease of every description upon tire covers is very well known, and if an oil or grease stain appearing upon a tire is not promptly removed, trouble is very likely to ensue. Mere wiping with a cloth will not do. The affected spot should be well rubbed with a cloth freely moistened with acetone. This is easily obtainable from all chemists and chemical dealers. Methylated spirit is entirely useless for the purpose. This will remove the bulk of the oil and spread the rest over a wider surface upon the tire. The amount of oil remaining behind is very small and without the least influence upon the rubber, as it is not the oil in itself which is detrimental to the rubber, but only an excessive proportion of oil and rubber as we obtain it in an oil stain. A moderate proportion of oil evenly distributed throughout the mass of the rubber, or over a wide area of the cover, is not at all injurious. In fact, many rubber mixings are made with a deliberate addition of oil.

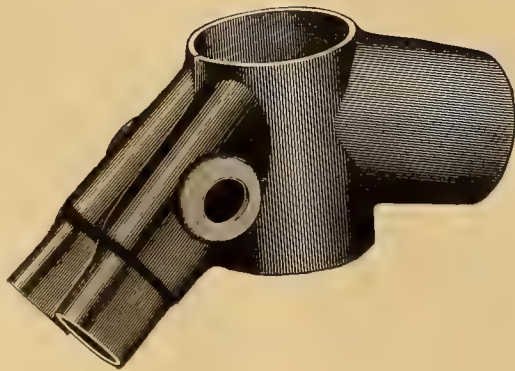
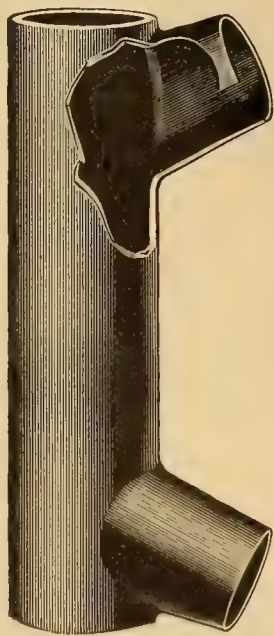
Says Trade Journals Help Exports.

Commercial Agent Harris, of Eibenstock, declares, in a recent report to the State Department, that there is probably no country in the world which has so many trade journals as Germany. And the trade journal, he adds, is a powerful organ for bringing producer and consumer and wholesaler and retailer together. What the trade journal accomplishes for the interstate commerce of any one country, certain journals now in circulation are accomplishing for international commerce. The American trade journals on file in the various consulates, chambers of commerce and other merchant organizations in Europe are unquestionably furthering the interests of our export trade. The advertisements in them may not always produce business at the outset, but they lead to inquiries along certain lines of manufacture which, if carefully answered, lead to the desired trade openings abroad.

Can't Agree on Motor Dimensions.

French makers of motorcycles are at variance on the subject of cylinder stroke and bore. Machines are found with "square" cylinders, i. e., cylinders having the stroke the same as the bore. The Baudin is an example of this, its cylinder being 68 mm. by 68 mm. On the other hand, there are to be found such extremes as the Carreau, with a bore of 75 mm. and a stroke of only 56 mm., and the Georgia Knapp—the winner of the recent Quart de Litre contest—with a bore of 63 mm. and a stroke of 80 mm.

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To Help the Motor Start.

At this season of the year, when the chill air congeals the lubricating oil and prevents the ready starting of an engine, the practice of injecting kerosene or gasoline into the cylinder to loosen the congealed oil is very properly in vogue. The practice also brings a recurrence of the discussion of the relative value of the two fluids for the purpose.

Although kerosene probably has the most advocates because it is also a partial lubricant, its general use is open to considerable debate. Although it assists the starting of the motor in a most satisfactory manner, it must be remembered that it will leave a film of oil behind, even though the bulk be ejected through the exhaust valve, and when the motor starts it will result in a most unpleasant smell at the exhaust of the muffler, and will cause a deposit of soot to be left in the cylinder.

On the whole, it is better to use gasoline, new or stale, in place of kerosene. It accomplishes the same end if the motor is started before the gasoline has had time to evaporate. If it is really necessary to use kerosene, it should be followed by the use of a little gasoline to clean out the remaining kerosene deposits. The same thing applies, in a lesser degree, to the washing out of the crank case. If any quantity of kerosene remains in the crank chamber after washing out, it will thin down the lubricating oil, causing it to lose its efficiency as a lubricant, and, further, a most unpleasant smell will follow and last for a considerable time.

How to Grind in Valves.

The grinding in of motor valves is a job which will, perhaps, come oftener in the average repair shop than any other. It is a simple operation, but requires a certain amount of discretion in the operator, if it is to be done properly. Emery flour is the abrasive generally used in this operation, though a great many experts think that some more pulverizable substance than emery is more to be desired.

The emery may be applied either with water or oil as a medium for its suspension. Water perhaps will be found the best. The emery mixed with the water or oil, as the case may be, should be applied in the form of a thick paste to the surfaces of the valve and valve seating. The valves should then be turned round and round, backward and forward, with a good pressure on the seat, repeatedly lifting it from its seat during the operation. It should be occasionally examined to see the effect it has on the seating, and when a clean white surface of about one-sixteenth to one-eighth of an inch wide is formed all round the valve and its seat it may be considered ground into position. Care should be taken during the operation that the waste emery which exudes from the side of the valve does not get down into the cylinder and into the guide holes of the valve stems, and all emery should be carefully

washed away either by oil or water, which ever medium is being used to hold the emery powder together. After the emery has been washed away the valves should be ground again on their seats with simple oil until the contact surfaces are quite bright and true. These repairs are often required to be done on the road, and many motorists carry with them emery so as to be able to grind in a new valve as required.

In grinding in valves care should be taken to see that the valve seating is not too wide. The narrower the better, as long as a good fit is insured and the stem guide quite square with the valve seating. A seating too wide offers more opportunities than a narrower one for the lodgement of specks of dust and grit and carbon which may find their way into the valve chamber, thus preventing the complete closure of the valve and interfering with the efficiency of the engine.

Inlet Valve Troubles.

One very frequent cause of stoppages in small engines is the derangement of the spring of the inlet valve. Sometimes this is caused through a broken spring, but much more frequently through the coming adrift of the pin which holds the spring down and which passes through a slot in the valve stem. The remedy for this is, of course, to either replace the spring or the pin, or both, as occasion requires. The symptoms which would lead a motorist to take out the inlet valve for examination are as follows: The engine will suddenly stop, and on turning the machine there will be found to be no compression, and the engine will be heard exhausting at every revolution, instead of at every other revolution. The exhaust valve spring should be first examined to make sure that it is working properly. If this is the case the natural presumption is that there is something wrong with the inlet valve, and it should, of course, be examined.



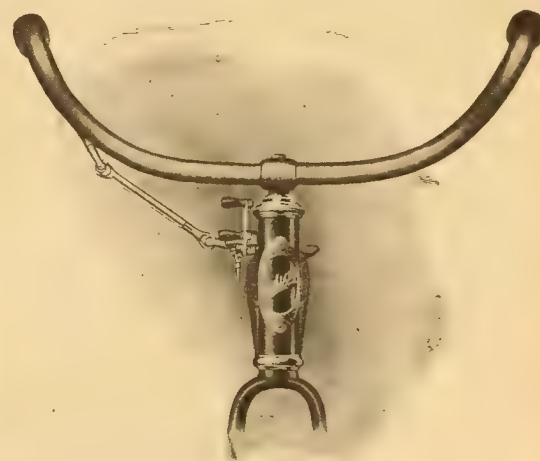
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How to Make a Motorcycle Stand.

The best motorcycle stand I ever came across was a home-made one, constructed out of a pair of massive triangular iron wall brackets, such as are employed to mount line shafting on, says a transatlantic writer. These were mounted on separate large square slabs of stout hardwood the longer side of the bracket being bolted to the wood base, the height to the top of the shorter arm, including the wood base, being about eighteen inches from the floor level, and so suitable for wheels of any diameter.

On the top end of the arms, where the wheel spindle, or steps of the machine, were to rest, a $\frac{3}{4}$ -inch hole was drilled in each casting as near the top edge as possible, and the thin wall of metal remaining was cut away with a cold chisel until the channel was somewhat V-shaped, but with a rounded bottom, care being taken, of course, that both drilled holes were exactly the same distance from the base. It so happened that on these castings there was a projecting boss handily situated, and this boss was treated in similar manner to the top face, but with the channel running at a right angle to the previous one, so that machines having no projecting step or spindle end could be equally well supported by the back fork ends.

In order to accommodate different dimensions between fork ends, it was necessary to provide some adjustment, so the near side stand was bolted down to the floor with

coach screws, and the other stand was set truly in line opposite. Then two strips of wood or battens were nailed to the floor, one each side of the base of the loose or sliding stand, forming guides, much after the fashion of the lathe bed and the loose head-stock. Once this stand was adjusted to suit the width of the machine, it was locked in position by a few turns of a winged nut securing a clamping plate, the bolt of which was fixed to the movable stand, so that by tightening the nut the outer end of the clamping plate, which had its corners turned over somewhat, to form spikes or points, engaged firmly with the fixed batten, and the whole stand was as rigid as a rock.

The particular handiness of the contrivance, however, was vastly increased by the fact that the stand was mounted on a raised portion of the flooring, some two feet above the general level of the shop. The wheel centre was some forty-two inches from the true ground level, and at exactly the most convenient height for the workman to examine without stooping. The front edge of the platform formed a convenient seat and a handy ledge for loose tools. The trouble of having to lift the machine on to the platform was gotten over by fixing an inclined way, so that the machine could be wheeled straight up to the stand in proper position for mounting. Of course, it is obvious that a stand possessing all the advantages enumerated could be easily and cheaply constructed in wood, and might also be portable instead of being a fixture in case room is scarce.

Things That Injure Tires.

The principal enemies of india rubber are a strong light and changes of temperature. Strong light is particularly bad for any class of india rubber, as its action destroys its elasticity by extracting the sulphur used in the vulcanization. This is followed by a hardening of the rubber and the development of small cracks which let in more light, and eventually cause the rubber to peel off the fabric in quite large pieces.

As to the temperature, this has very much the same effect as strong light, although in not such a big degree. The temperature of a room in which rubber is stored should be about 65 degrees to 75 degrees Fahr. A higher temperature should be avoided; lower ones will not do any harm. It is obvious that one cannot choose the ideal storage for tires which are in position on their wheels, and it is as well to note that the house in which one's wheel is stored should not be subject to great heat, or that the windows do not admit of rays of strong light being projected on to the tires. Galvanized iron sheds, for instance, attract great heat in the summer time, and are very cold in the winter. They are particularly unsuitable buildings, therefore, in which to store rubber. One peculiarity of tires is that they are not so liable to decomposition from changes of temperature or the influences of light after they have been used as they are when new. Any spare tires which may be kept should be stored in a room where as even a temperature as possible is maintained, and where they are free from strong lights.

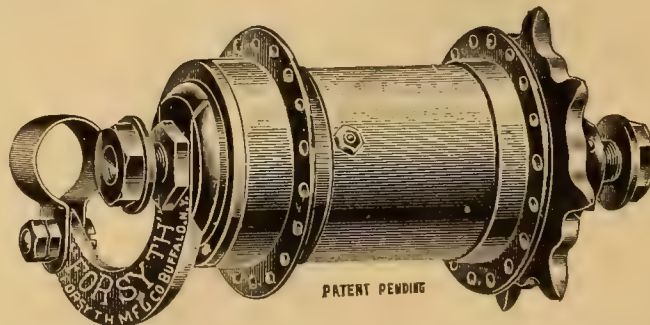
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is one that should cause those "who ride to ride the more and those to ride who never rode before." It means not only bicycle quality, but saddle comfort and satisfaction—and that has a whole lot to do with inducing people to use bicycles.

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To Keep Account of Stock.

I suppose one of the commonest causes of delay in a works is depletion of certain classes of stock, and many are the methods which have been adopted to render this impossible. I venture to think that the method described below will be found simple and handy. It should be said that it is only applicable for keeping track of such stock as is being constantly used, says J. S. V. Bickford in the American Machinist.

If possible, keep what I should call the "current" stock—that is, such things as are being constantly used—in a separate building from such things, for instance, as spare parts of shop machines.

Now, ascertain the number of different classes of stock in the "current" stockroom, and, further, find out how many pieces of each class of stock make up a set. For instance, in a bicycle factory two pedals, cranks or handle ends would make a set for one machine, while twenty balls or one size might be one set. The stock in each class will then be kept by "sets," so that if with ten sets of everything there will be enough stock for ten complete machines. Now set up a row of small steel rods in any convenient place and label the base of each rod with a number corresponding to one sort of stock and provide a supply of rings to fit loosely over these rods. All the rods should have their bases at the same level. Now

place one ring for each set of stock in hand on the corresponding rod, and it will at once appear that you will be able to see at a glance what stock is lowest, the level of rings forming a sort of "curve of stock." It is only necessary in working the system to take off or put on the corresponding rod the corresponding number of rings every time the stock is altered, and any intelligent youngster could do this quite efficiently. The same attendant should put in his spare time verifying a certain number of the rods per diem to insure the rings corresponding to the stock in all cases.

A further advantage of the system is that if the stockman labels his rods with the cost per set, in addition to the class of stock and the number of pieces in a set, a very few hours would enable him to give a rough estimate of the stock on hand.

There are one or two refinements of the system which will occur to those interested. For instance, a pointer, or different colored ring, can be placed on each rod to indicate "ordering level" and "danger level."

Concerning Screws.

The screw is an inclined plane, its rate of inclination being equal to the angle which it makes in crossing its axis. This angle varies according to the pitch of the screw or the rate at which the thread advances along the cylinder in relation to the number of turns

it makes. This rate is generally described as so many turns per inch. Screws are made for pushing or pulling, hence they are made with the angle of the thread the same at both sides. Where they are only required for one purpose they can with advantage be made with that side of the thread which takes the strain vertical or square with the axis and the other side tapered off. This form of thread is known as a buttress. It is not much used except in exceptional pieces of machinery.

Unlike many other of the mechanical powers, the friction set up by the action of the screw is utilized enormously. It is this friction which makes the screw a valuable agent in fixing two pieces of work together, and which prevents its coming undone except by excessive vibration. In this connection it is interesting to point out a fact which should be constantly borne in mind by designers. The more gradual or finer the pitch the greater the frictional resistance against unscrewing. This fact is illustrated clearly by the action of a wedge or key. The slighter the taper on a key the less likelihood of its coming out when once driven home. It is a straight inclined plane, while the screw is a curved inclined plane.

"How to Drive a Motorcycle." See "Motorcycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York. ***

Schrader Universal Valve.

(Trade Mark, registered April 30, 1895.)

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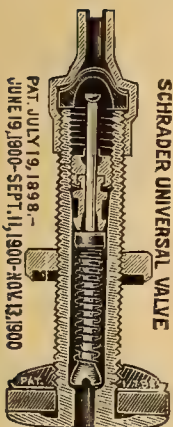
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Name

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The Bicycling World

AND MOTOCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVIII.

New York, U. S. A., Saturday, October 31, 1903.

No. 5

FIGHTING BANKRUPTCY

Bean-Chamberlin Opposes the Application —What Investigation has Disclosed.

The effort to throw the Bean-Chamberlin Manufacturing Company, Hudson, Mich., into bankruptcy is being most stubbornly resisted. Not only are local creditors, who are very largely secured by indorsements of the stockholders and bondholders themselves fighting this application, but it has developed that the names of several outside creditors are being used without authority to defeat the motion.

Facts thus far developed show the following: There are three departments in the business, the pump business, the bicycle business and the farm implement business. The concern owes \$78,000. Some months ago the pump business, which inventoried \$54,000, was sold to the United States Pump Company, the consideration being \$54,000 of the preferred stock of the United States Pump Company and \$17,000 of the common stock, all of which is held by the attorney of the Bean-Chamberlin Manufacturing Company as trustee of the corporation. The value is very problematical, as the corporation is a new one and its stock cannot be marketed. Its directors are made up very largely of former directors and stockholders of the Bean-Chamberlin Manufacturing Company. Still later the concern sold its bicycle business for approximately \$2,000 to the Hudson Manufacturing Company, a concern in which some of the Bean-Chamberlin people are interested. And still later the concern contracted to sell the remainder of the business to the Chamberlin-Rider Manufacturing Company, another concern made up of some of the stockholders of the Bean-Chamberlin Manufacturing Company.

These three sales would have wiped the Bean-Chamberlin Manufacturing Company worth the motorcyclist's life to use this ave-proposed to liquidate from the proceeds of these sales, as soon as proceeds could be realized, through O. R. Pierce, treasurer and principal endorser of the company, who, while the transfers were being effected, induced several threatening creditors to be-

lieve that if not molested he would pay their claims in full. It will be seen at once that the concern was quite insolvent, as the book accounts on their face would not have amounted to over \$18,000, and the farm implement business would only have realized \$9,000 had the proposed sale gone through. For this reason the petitioning creditors are making a determined effort to force the concern into bankruptcy that legal light may be turned on all its transactions.

Whittier Now Eclipse's President.

At the annual meeting of the Eclipse Machine Co., Elmira, N. Y., last week, D. L. Whittier was elected president and treasurer; Ray Tompkins, vice-president, and Ralph D. Webster, secretary. It will be recalled that the presidency had remained vacant since the sudden resignation of H. H. Fulton, some six weeks since. Mr. Whittier previously was the vice-president and treasurer of the company.

At the meeting it developed that the company is well advanced with its 1904 product, and is preparing for a largely increased business. Its representatives have recently visited practically the entire trade east of the Mississippi River, and also the Pacific, and the contracts secured and in sight give assurance that the demand for the Morrow coaster brake will be greater than during any recent year.

Situation in the Northwest.

"Trade in the Northwestern States has suffered because of the wet season," writes J. E. Ruby, who has just returned from a four months' trip in that part of the country in the interests of the Racycle, "but the dealers in the Far West and on the Pacific Coast report a most satisfactory state of affairs, many of the Racycle agents claiming that they are capturing the bulk of the business. The motor bicycle seems to puzzle most of the dealers in the mountain districts; they claim it loses power and it is a common thing to find repairmen remodeling their machines in an effort to add to its power."

Harry T. Dunn, sales manager of the Fisk Rubber Company, leaves on Monday for a trip to the Pacific Coast. He will be absent about a month.

CYCLE SHOW PLANS

Forty-Six Spaces of all Sizes and Prices Offered at Madison Square Garden.

Space plans are out for the cycle show to be held in the concert hall of Madison Square Garden during the fortnight of the Sportsmen's Show, February 19 to March 5, 1904.

The plans show an admirable disposition of the spaces, which bids fair for an attractive exhibition. There are in all forty-six spaces, and they vary in size and price from corner lots 9x10, at \$100 each, to a little plot of 2 feet 3 inches by 2 feet 4 inches, which can be had for \$10. There are two \$10 spaces, two at \$15, six at \$25, sixteen at \$50, twelve at \$75 and eight at \$100.

This is a distribution of space, sizes and prices that will make it possible for anybody and everybody to be accommodated. The twenty biggest spaces, all 9x10, are arranged in two double tiers in the centre of the room, while the smaller spaces run around the sides. One double tier of ten spaces has been engaged by the Pope Mfg. Co., and the same concern has taken also six spaces along the side. The Eagle Bicycle Manufacturing Company, the Reading Standard Cycle Company, are among the others who have taken spaces.

The steps on the balcony at the entrance of the concert hall will be boarded over and the entranceway made as attractive as possible.

This show proposition has an unusual quality of attractiveness for exhibitors, because it is assured beforehand of a large attendance. The fact that it is to be held in conjunction with the Sportsmen's Show gives this assurance. This is one of the best patronized exhibitions of those that annually appear at Madison Square Garden. With any sort of proper support, therefore, the bicycle show of 1904 will be a success.

A. L. Pope a Federal Official.

At a meeting of the directors of the Federal Mfg. Co. yesterday, Albert L. Pope—Colonel Pope's son—was elected vice-president. He succeeds M. M. Johnson, the Cleveland attorney, who previously filled the office.

EXPORTS STILL DWINDLING

September Proves a Poor Month—Unusually Heavy Loss in South Africa.

September's exports of cycles and parts show a marked falling off as compared with the same month a year ago. The loss is almost \$37,000, the figures being \$160,986 in 1902, as against only \$114,012 in September of this year.

The decrease is chargeable almost entirely to two countries—British Africa and the United Kingdom. The first named dropped from the \$20,714 worth of goods purchased in September, 1902, to a beggerly \$296, while the United Kingdom took only \$5,126 worth, as against \$18,315 in 1902. Japan, France, Other European" and British North America also recorded material losses, they being, in round numbers, \$10,000, \$7,000, \$5,000 and \$4,000, respectively.

The unusually heavy decline in South Africa is one of the most inexplicable that has yet occurred. It is difficult to even imagine the cause of it.

The gains are made up of smaller amounts, British Australasia continuing its good work by leading in this respect with a gain of more than \$6,000—increasing its purchases from \$19,294 in September, 1902, to \$25,898 last month. The Netherlands runs it a close second, jumping from \$1,511 in 1902 to \$7,044 in 1903. Italy, with a gain of \$2,500, Mexico and Cuba with \$1,500 each, Belgium with \$1,400, and Germany and the Chinese Empire with \$600 each, comprise the other noteworthy items.

The exports in detail for the month and nine months, respectively, are as follows for the corresponding periods:

Exported to	September,		Nine Months Ending September,		
	1902. Values.	1903. Vlaues.	1901. Values.	1902. Values.	1903. Values.
United Kingdom	\$18,315	\$5,126	\$412,831	\$344,488	\$200,597
Belgium	1,244	2,602	27,647	40,580	41,689
France	7,737	487	175,677	161,163	100,740
Germany	3,739	4,311	175,933	237,045	120,200
Italy	1,243	3,799	40,858	56,710	42,774
Netherlands	1,511	7,044	125,587	123,458	90,993
Other Europe	8,911	3,639	243,429	257,926	148,410
British North America.....	7,776	3,268	276,027	152,939	136,606
C. A. States and British Honduras.	91	46	4,242	2,224	2,010
Mexico	2,347	3,853	17,780	20,667	44,202
Cuba	146	1,606	9,588	9,536	12,384
Other West Indies and Bermuda..	2,748	1,679	38,857	37,655	24,317
Argentina	695	1,069	4,980	6,384	9,644
Brazil	1,012	978	5,046	5,058	6,919
Colombia ..	5	8	645	745	556
Venezuela	43	111	1,358	352	281
Other South America.....	1,388	1,000	21,263	15,171	13,699
Chinese Empire.....	640	1,262	46,293	23,628	14,813
British East Indies.....	3,486	1,740	45,326	40,926	19,854
Hongkong	510	175	3,253	4,807	4,656
Japan	52,180	42,251	189,249	322,204	318,738
British Australasia	19,294	25,898	144,570	163,691	242,581
Philippine Islands	2,029	1,109	26,360	13,755	20,833
Other Asia and Oceania.....	2,707	625	16,849	22,207	22,248
British Africa	20,714	296	55,684	88,893	38,287
All other Africa	475	30	5,441	6,241	4,362
Other countries			282	12	63
Total	\$160,986	\$114,012	\$2,115,055	\$2,158,465	\$1,682,256

McKee & Harrington's Debts.

McKee & Harrington, who make the Lyndhurst bicycle in this city, and who are seeking relief in bankruptcy, have finally filed their schedule. It discloses liabilities of \$29,452; assets, \$4,410. Of the liabilities, \$27,324 is unsecured; debts due the firm on open book accounts, \$1,952; bills, promissory notes, securities, \$2,000. The principal creditors are: American Cycle Manufacturing Works Co., Hartford, \$1,272; Hartford Rubber Works Co., Hartford, \$309; J. R. Keim, Buffalo, \$662; Pennsylvania Rubber Company, No. 127 Duane street, \$300; Arnold Schwinn & Co., Chicago, \$777; Alex. Van Rensselaer, \$2,070; Arabella McKee, \$14,131; John McKee, \$4,500; Day Manufacturing Company, \$350; Empire State Cycle Company, \$1,105.

The assets consist of stock, \$2,000; fixtures, \$200; accounts, \$1,952; notes, \$122, and cash, \$88. Charles F. Harrington has individual debts of \$7,884 and assets of \$4,000, consisting of a house at Lyndhurst, N. J., mortgaged for \$3,300.

End of the Cinch.

The Eclipse Machine Company having purchased the Cinch coaster brake patents, and the Riggs-Spencer Company having discontinued business, the Ashley Machine Company, Rochester, N. Y., has acquired the machinery and tools, and will be in a position to supply Cinch parts. The Eclipse Machine Company being possessed of the right, the Rochester concern cannot, however, supply the Cinch complete, the manufacture of which will be discontinued.

Knight Abandons his Big Tour.

W. J. Knight, the Chicago motorcyclist, who was to have started on Sunday last for a 10,000 miles tour of the West, has abandoned the undertaking. The Chicago publication which was to have shared the expense of the journey went into the hands of a receiver on Thursday of last week, thus leaving Knight high and dry.

LIGHT ON JAPANESE LAW

It Discloses That Conditions are not so bad as They Appeared.

Due to rivalry existing between several importers in Japan who pre-empted and registered the trademarks of goods handled by each other, or which they did not handle at all, as was recently detailed in the Bicycling World, a number of American makers of cycles and sundries have found themselves in a quandary. Satisfactory information regarding Japanese laws bearing on the subject has been obtainable in but a few instances, and the consequent doubt and misapprehension has caused some timidity in the prosecution of Japanese trade.

It has been stated that under the present patent law in Japan any person or persons who first apply to the Patent Office for patents on certain goods, made either at home or abroad, shall have the exclusive right to sell them throughout the empire, with the result that persons who are the originators or manufacturers of the goods at home or abroad cannot make any use of their rights in Japan unless they happen to be the first applicants for these rights at the Patent Office in Tokio and get patents on the goods at that office. This does not accord with the character of the law as shown by Fulton in his work on "Patents, Trademarks and Designs," published this year. On page 389 of that work it is stated, in regard to the Japanese law, that "the applicant must be the actual inventor. Mere importers cannot obtain a patent, nor will a grant be made to a corporation."

The fact that certain importers in Japan have without warrant registered in their own name the trademarks of goods made in the United States has left the belief that such registration gave to such importers the exclusive right in Japan to all such trademarks, enabling them either to control the sale in the empire of the goods represented or to keep them out of the country altogether.

In order to obtain some definite and authoritative information on the subject a representative of the Bicycling World this week visited the consulate general of Japan in New York City and was there informed that the laws concerning patents and trademarks in Japan are very similar to those of the United States in character and operation.

"A patent cannot be obtained in Japan for a foreign invention," said the official interviewed, "nor can a foreign trademark be registered, except upon the application of a resident agent or attorney. He need not be either a dealer or an importer. If he legally represents the inventor or manufacturer he is competent to obtain the necessary patent or registration. These are granted precisely as they would be granted in the United States or in any other country where there are laws relating to patents or trademarks.

"As to the granting of a patent to a person not entitled thereto," the official continued, "the remedy to be sought by other parties affected or injured would be procurable just as it is in the United States, and a patent secured by misrepresentation or false representation would be invalidated. The same applies to the registration of trademarks, although the subjects of patents and trademarks are not covered in the same law. There is a separate law for each.

"A dealer or importer can, for his own protection, register the trademark of any article in which he deals or proposes to deal, the presumption being that he is the resident agent of the owner of such trademark. The fact of such registration, however, does not vitiate the right of the original owner of the trademark, who can, if he so desires, apply through an accredited resident agent for the proper registration. This, of course, might necessitate litigation with the person or firm obtaining registration without due authority; but a case arising under such circumstances would be so simple that little expense or delay would attend a decision of it upon its merits. The fact being proved that the registration previously obtained was obtained without authorization, secured from the owner of the trademark involved, would render such registration null and void, and the proper registration could be effected."

Reading Standard Motorcycle Appears.

The Reading Standard motor bicycle made its debut at Washington, D. C., on Wednesday last. Fitted with road tires and a low gear, it took second place in the three-mile race held there on that day. Concurrently the Reading Standard Cycle Mfg. Co. announce that they are now in position to make deliveries. The new machine—it is a chain driver of $1\frac{3}{4}$ horsepower—has many improvements that will appeal to the motorcyclist. It has the grip control, a special guide for the throttle wires holding the lever where set; the throttle lever moves toward the left and forward, the natural movement of the hand; the valve dome cap is dispensed with; the stem of the inlet valve projecting through the dome makes it possible to inject gasoline without removing the plug; an additional cock is provided on the gasoline tube, permitting the withdrawal of gasoline from the tank without disconnecting any parts. The machine is handsomely finished in black with light navy blue head.

Overman's New Occupation.

A. H. Overman, the former head of the Overman Wheel Company, is about to set up himself as an advertising agent and expert. He is opening an office in this city. It is reasonably certain that Mr. Overman's ads will be vigorous ones. In the heyday of the Victor bicycle, his publicity was always aggressive, expressive and attractive.

The Retail Record.

Aurora, Ill.—Althoff & Reid; bought out by William Reid.

Red Bank, N. J.—Fred Van Dorn; new store.

Midland, Mich.—Earl McCartney; fire.

ASSIGNEE PAID TWICE

Warwick Official was Also Employee of Creditors—Judge Ordered Money Divided.

An interesting sidelight was thrown on the affairs of the long defunct Warwick Cycle Manufacturing Company, of Springfield, Mass., last week. Alfred S. Clarke, who was one of the assignees of the concern, was sued by John J. Banigan and others, as executors of the estate of the late Joseph Banigan, and the case was heard by Judge Dubois of the Appellate Division of the Supreme Court, jury trial having been waived.

It appears that Clarke, the defendant, was an expert accountant employed by Joseph Banigan. When the Warwick Cycle Company encountered financial difficulties and was forced to make an assignment the concern, it is alleged, owed notes to Joseph Banigan amounting to about \$150,000. Clarke was supposed to represent the Banigan interest in the corporation when he was appointed assignee. After the affairs of the cycle company were settled the Court allowed the assignees \$5,000 each for their services. The representatives of the Banigan estate claim that Clarke was employed by Joseph Banigan at a stipulated yearly salary, and that the \$5,000 received by him as assignee belonged to the estate.

On the other hand, the defendant claimed that much of his regular work had to be done Sundays in order that he might attend to the duties connected with settling up the Warwick Cycle Manufacturing Company's affairs. His services as assignee were outside of his duties as an employee of Banigan.

Judge Dubois said that it was conceded that Clarke was entitled to a fair compensation for the services he rendered, but it was extremely difficult, on the evidence submitted, to arrive at a fair estimate. He would allow him \$1,500, however, and render his decision in behalf of the plaintiffs for \$3,500, with interest from the date of the writ, which amounted to \$3,682.58.

How Weather Affects all Trades.

It is not the cycle trade alone which is subject to and a sufferer from the vagaries of the weather. Retailers of all kinds suffer when it is too wet or too cold or too dry or too warm—in short, when it is unseasonable.

"Beautiful weather we are having," remarked the salesman in a Broadway store as he handed the Bicycling World man his purchase; "but unseasonable."

"Hurts your trade, does it?" inquired the newspaper man interestedly.

"Yes, indeed. You have no idea what it means to us. Our shelves are piled high with fall and winter goods—underwear, shirts, gloves, etc., and people just won't buy until it gets cold. Why, even collars and cuffs and neckties hang fire. We have had to reduce our sales force because we had nothing for them to do."

"But you will get this trade when the cold weather comes, won't you?"

"No; much of it is gone for good—or bad. People who would have bought fall things will now let them go and purchase winter goods instead. Still, we have got to grin and bear it," and with rather a wry smile the salesman turned to wait on another customer.

Concerning Variable Gears.

There appears to be at the present time a tendency to boom variable speed gears for cycles, says the Cycle Trader. We long ago advocated some form of two speed gear. From the mechanical point of view there can be no possible doubt that they are the correct practice, but why any one should go to the extent of advocating anything above two speeds we cannot imagine. We believe that three speeds and over are not wanted and will never meet with any demand.

The general public which uses cycles nowadays use them in a way that was unknown to the enthusiasts of a few years ago. The bicycle has become more a machine of utility than of sport, and the people who form the great majority of cycle riders now do not trouble themselves with academic questions of ratios of gears to crank lengths or suitability of one or any other height of gear. They buy a cycle as they would buy a sewing machine or a perambulator, take the standard pattern at the lowest figure and don't worry much about such extra refinements as variable speed gears.

Nevertheless, there is a certain very small minority, generally of old riders who have fads and fancies as to gears and other subjects of cycling interest, who may become the objective of the makers of variable speed gears, provided these are of a reliable type and do not add very considerably to the cost of the machine. Such gears are at present on the market, and already there is some demand for them, but that there will be any boom in such devices we have grave doubts. Certainly there is no call for more than two gears, as these will give all the change an average rider will ever require.

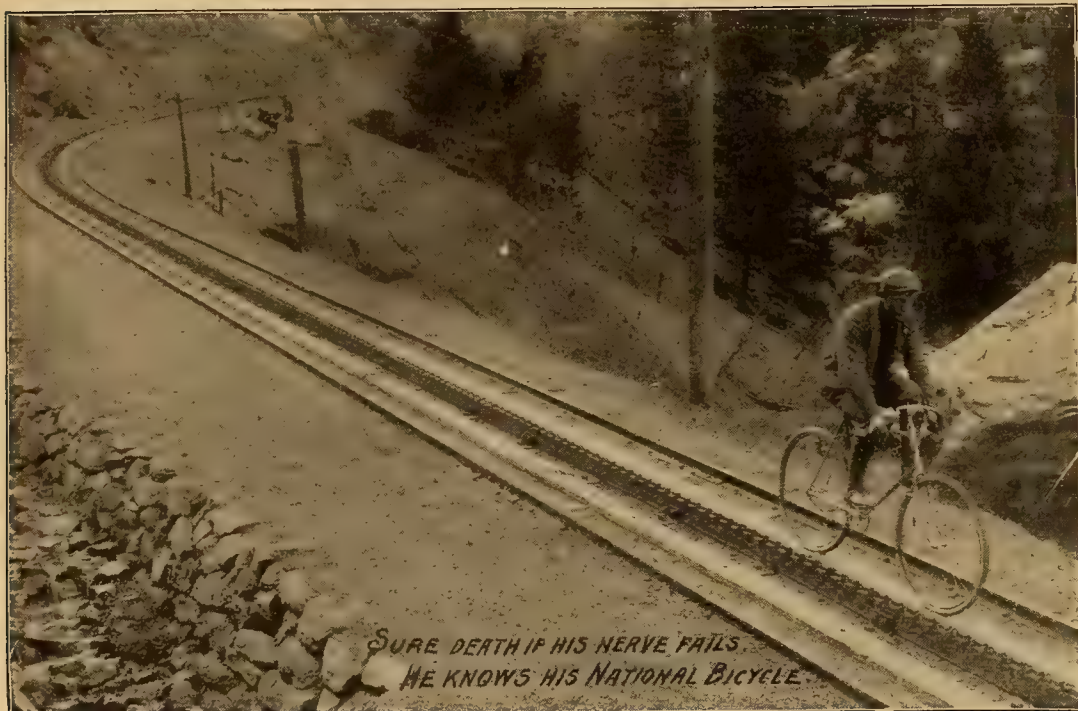
In the case of the motor bicycle we can quite see a wide field for the variable gear, as it will enable the rider to use a low gear when starting his machine and a higher gear when assisting it by pedalling up grades. It is in this direction that we believe the variable speed gear manufacturers must look for any extended outlet for their goods.

The Worth of Reputation.

The reputation of the Indian motor bicycle is bearing fruit despite the chill in the atmosphere.

"If any one had told me that it was possible to do such a good business at this season of the year I would have refused to believe it," said George M. Hendee one day last week. "We are doing just about ten times as much business as I ever dreamed we would do. And the inquiries also hold true. We receive from ten to fifteen in every mail."

NATIONAL BICYCLES



are built
for all kinds
of service.

They are
ridden
everywhere.

National Cycle Manufacturing Co., Bay City, Mich., U. S. A., MAKERS

**SATISFIED DEALERS.
SATISFIED CUSTOMERS.**

Can You Get a Better Record ?

IF YOU HAVE NOT USED

FISK TIRES

TURN OVER A NEW LEAF.

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THE BICYCLING WORLD

FOUNDED 1877
and MOTORCYCLE REVIEW

In which is Incorporated
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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, OCTOBER 31, 1903.

"Enclosed please find check for the renewal of our subscription to the Bicycling World. We would feel lost without it."—Abbott Cycle Co., New Orleans, La.

Is the Trade's Head in the Sand?

Foreshadows make it reasonably plain that another year is to be permitted to pass with the coaster brake still listed as an option. At least two cycle manufacturers were known to have been considering the advisability of making it the standard equipment for 1904, but when the time came for them to finally decide they lacked the courage to make the move. Unless some one maker has kept his secret unusually well the trade will for another twelvemonth at least fail of the full profit of the coaster brake.

We have dealt with the subject so often and so earnestly that it may appear to have been worn threadbare. But while a thread remains we will continue to maintain that in treating the coaster brake merely as an option—that is, as a side issue—bicycle manufacturers are losing the benefits of the most

effective stimulant within reach. In its way the coaster brake adds just as much zest and pleasure—and more safety to cycling as the pneumatic tire. The man or woman or child who uses a bicycle fitted with a coaster brake obtains a new sensation, a new pleasure—one that causes him to enthuse and to talk about and advertise cycling. And that is what cycling requires—enthusiasm and advertising. Two of the most enthusiastic advocates of the coaster brake we know of are old riders—riders of twenty years' experience—they refused to have to do with it until during the last year. Now words cannot express their delight; it absolutely has renewed their enthusiasm.

There was ever an indefinable charm in rhythmic motion and in gliding motion. Young and old, civilized and uncivilized, are alike affected. It is the rhythmical motion it affords that is one of the charms of the bicycle; add to it a coaster brake that permits the gliding motion and the combination is irresistible.

"I tell the old fellows that come in here that riding a bicycle with a coaster brake is like gliding downhill on the bobsled of their youth," is the way one dealer expressed it. And the simile is apt but only half truthful. With a coaster brake one may glide also on the level. No man who uses one for a month will ever again wish to ride a bicycle with a fixed gear.

The trade is forever seeking that which will stimulate interest and enthusiasm in cycling, and as persistently it stubbornly refuses to make the most of that which is within grasp. We had hoped that the year 1904 would see general appreciation of the fact. We regret that such promises not to be the case.

We suppose the rest of the trade will do what it was the fashion to do in earlier years—wait for Pope to "spring a sensation" by making the coaster brake the standard equipment, and then either fall over each other in the rush to do likewise or in poopooing Pope's action.

Talking Points Still Valuable.

Almost all of the one time burning questions regarding bicycle construction have long since been answered and ceased to be live issues. We have but to recall a few of them to demonstrate the truth of this assertion. The flush joint, the internal seat post and steering head fastening, the combination crank hanger construction, the screwed in pedal, the detachable sprocket, the cone adjusting bearing—these are but a few of

the features which, once bitterly fought over, have become standard. That they will continue to be so for many years is so certain that it will scarcely be denied.

There are other features, also strenuously debated at one time, which, while by no means as completely settled as the foregoing, are yet practically removed from the sphere of discussion. Among these may be mentioned fork crown shapes, frame heights and head lengths, crank hanger drops, treads, handle bar shapes, tire types and even, to some extent, tubing sizes. In nearly all these particulars present practice differs. There is still room for the exploitation of "talking points," but scarcely a dealer, and very few makers, take advantage of the fact. Faith in these "talking points" as an active selling influence seems almost non-existent.

In respect to the features first touched upon as being standard, they may safely be left to themselves. They have won their way. Already they are being more and more copied abroad—frequently by makers who take precious good care not to publish the news from the housetops. Their superiority is demonstrable, and is more generally acknowledged as the years go by. Even now no unprejudiced person will attempt to decry them, so satisfactory are they after years of uninterrupted use.

Turning to the second list, it is not difficult to see why these features have not also become standard. They are, in a sense, non-essential. That is to say, an arch fork crown is not, by reason of its being arched, superior to a square or a plate crown, nor 1½-inch to 1-inch tubing because it is larger in diameter. The method of construction and the appearance of the feature are really what count.

It is the more surprising, therefore, that such "talking points" as these have been suffered to lapse into desuetude. The fault is not entirely with the dealer, for he has met with indifference on the part of the rider; an indifference that has been difficult to overcome—so difficult that it still remains.

In the absence of "talking points," which once did so much to sell machines, the trade has come to rely upon reputation, appearance and price to prepare the way for the salesman and make his task an easy one. Sound and unassailable arguments these, but not so incontrovertible that they cannot be supplemented.

The more we study the situation the more we are convinced that "talking points" still have a value. If improvement is possible, if new features are to be brought out, the

maker and dealer must both turn to and "talk" these points, else they will pass unnoticed. And if new points are to receive attention in this manner, why not give the old ones some prominence? They would prove novel, so long have they slumbered, and anything novel would be welcome.

The Brooklyn Victory.

An encouragement and an example for all cyclists is to be found in what was accomplished in Brooklyn last week through the aggressiveness of a few enthusiasts of the old school. To E. D. Childs, Alex Schwalbach and James D. Bell is due the warm gratitude of all cyclists for fighting the arrest and conviction for riding a bicycle on a public highway and for obtaining on appeal a sweeping reversal of the conviction of Mr. Childs. It is all the more creditable that the case was fought through by this trio as individuals, at a time when the L. A. W., the natural guardian of such rights, is impotent in a slumber induced by the soporific administrations of its tiny minded officials.

It was not that cyclists want to be disagreeable and ride upon a driveway where they will interfere with the pleasure of horsemen. Cyclists, as a body, are as reasonable and as considerate of others as are any class of road users. A vital principle was at stake in the Childs case—the principle for which bitter battle was waged and won years ago—the right of cyclists to use all highways at any time when they are open to other vehicles. It would have been sad indeed if the conviction for a misdemeanor in riding a bicycle on a public highway had been allowed to stand. It would have established a precedent that would have inspired park commissioners and others to draw the lines of restriction more closely than ever. The tendency would likely be to confine wheelmen to cycle paths where there are any and to buffet them about where there are none. It might be that even the early stage, when the cyclist was put off the road and sidewalk alternately and had no place anywhere would be returned to in time, if not checked.

The trouble is that cyclists do not always appreciate the importance of such precedents, or are too timid to give battle. The comparative ease with which three earnest men obtained a sweeping decision in favor of cyclists' rights should encourage every rider to resist imposition even when there

is no great national body to help. Such a case demonstrates that the vested rights of cyclists, their just privileges, are as secure as ever they were, and that no rider should permit of encroachment upon them.

What Fools These Europeans Be!

The army manœuvres of the various nations are now over for the year. They leave no doubt that the United States Army is right up to date, and that the officials are keenly alive to all that promises to assist the service.

In the British and Continental manœuvres the bicycle, the motor bicycle and the automobile were each permitted to play useful parts. One company of French cyclists—France is adding five more companies of cycling soldiers to her army—made a six-hour night "march" of fifty-three miles without a single straggler, and did it noiselessly and without the usual attendants of sore-footed men or lame and sore backed horses. The American army, however, is so superior that it would be a mere waste of time and energy did it devote attention to anything in the form of a bicycle.

Of course, General Miles recommended the use of bicycles and motorcycles, but the general is now out of the army, and what he may have said is of no consequence. American feet never grow sore nor American horses go lame. A "horse" that weighs but twenty-five pounds, that does not neigh and whose "hoof beats" cannot be heard; that does not eat or drink or grow weary; that can be hidden in the grass or ridden on a path six inches wide, or that may be carried where it cannot be ridden—a "horse" of that kind manifestly is of no value to an army—that is, to an American army.

The European military men that give heed to such an "animal" are consummate asses, and are wasting their nations' time and money. If this were not true the most magnificent army in the universe, that of the United States, would long since have had the best equipped and best trained corps of cycling soldiers that the world ever has known or ever will know. Bicycles? Pooh! Why, your American military chieftains would not condescend to notice such things. They look so much prettier and so much more dignified on horseback.

"All establishments die of dignity," said Sydney Smith. "They are too proud to think themselves ill, and to take a little physic."

There's no longer an excuse for the man who wants one, but who "can't afford a motor bicycle."

THE MOTORCYCLE MAGAZINE

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COMMITTEEMEN CHOSEN

Men Named to Forward Objects of F. A. M. and the Tasks in View.

The Federation of American Motorcyclists is gradually attaining working shape. The several vice-presidents now have their respective districts well in hand, and President Betts has the national committees practically completed. The appointees, as announced this week, are as follows:

Membership Committee—Samuel E. Campbell, New Haven, Conn., chairman; J. W. Moon, Allegheny, Pa.; George M. Hendee, Springfield, Mass.

Legal Action Committee—Alex Schwalbach, Brooklyn, N. Y., chairman; Charles V. Carter, Boston, Mass.; W. J. Tynan, Pater-son, N. J.; Benjamin F. Starr, Corry, Pa.

Competition Committee—Howard A. French, Baltimore, Md., chairman; Harry R. Geer, St. Louis, Mo.; Will R. Pitman, New York; Samuel M. Whiteside, Savannah, Ge.

Committee on Roads, Tours and Hotels—E. H. Corson, East Rochester, N. H., chairman; Dr. F. A. Roy, New York.

President Betts is in close touch with the several committees, and has outlined to each a line of work that cannot well fail of results. Chairman Campbell, of the Membership Committee, is in correspondence with the several manufacturers of motorcycles to the end that application blanks of the F. A. M. be printed in their 1904 catalogue, and is meeting with general support. This plan will assure wide publicity for the organization and result in reaching all new riders.

Chairman Schwalbach, of the Legal Action Committee, is an old and experienced campaigner—one with an eagle eye, a clear head and a backbone that knows no bending. He has no lily-livered ideas of the constitutes of citizenship or the rights of motorcyclists. He has already retained Hon. James D. Bell, one of the most eminent and vigorous attorneys in New York, as the committee's counsel. Preparatory to seeking amendment to the existing law, Chairman Schwalbach has been polling the candidates for office in the New York Legislature and informing them of the Federation's desire to "discover its friends." Favorable legislation failing, the courts will be resorted to for the desired relief. Action is contemplated in not only New York, but in Massachusetts, New Jersey and Pennsylvania, the four States represented on the committee and in which the most oppressive laws are brought to bear on motorcyclists.

The Competition Committee is already in touch with the authorities of the St. Louis Exposition to the end that a motorcycle meet shall be included in the programme of sports at the big fair; the committee has been requested to submit its schedule of such events as it is desired included in the programme.

The Committee on Roads, Tours and Hotels is figuring to conduct at least one big tour

next season. It is also considering the presidential suggestion that a campaign seeking the erection of mile stones on the main roads—between New York and Boston, for instance—might profitably engage the committee's attention.

Tigers Meet on the Road.

The second of the Tiger Wheelmen's handicap club races was held at Valley Stream last Sunday. It was a ten-mile event with six place prizes and a time prize. P. J. O'Grady, who had one minute handicap and finished second in the net time of 31 minutes 10 seconds, won the time prize. A strong wind prevented fast time being made.

The place prize winners in the order of finish were:

	Handicap.	Time.
	M. S.	M. S.
R. Muller.....	3 30	33 30
P. J. O'Grady.....	1	31 10
C. P. Soulie.....	1	31 11
W. Schefske.....	2 30	32 41
Charles Nerent.....	Scratch	31 13
H. S. R. Smith.....	Scratch	31 15

In addition to the place prizes each man in the race who finished was credited with a certain number of points, according to his position, the points counting for him in a competition for a silver cup presented to the club by H. A. Gliesman, the organizer of the team. The possession of this trophy will be finally decided by a fifteen-mile race, to be run on November 15. At present there are four tied for first place, and the fifth man is only one point behind. The standing is as follows: O'Grady, 15 points; Soulie, 15 points; Smith, 15 points; Nerent, 15 points; Muller, 14 points; Schefske, 12 points.

Mock Cracks the Hundred Again.

A new record of unusual merit for a hundred miles behind motor pace on the road was made last Sunday by Charles Mock, of the Century Road Club of America. The course near Valley Stream L. I., was used. The day was cold, and a stiff wind was blowing, yet Mock succeeded in riding the century in 4 hours 38 minutes 40 seconds. The former record was 5 hours 26 minutes. Mock rode a Columbia chainless.

Silver Cups Offered in 'Frisco.

On each day of the race meet to be held at the Ingleside Track, San Francisco, under the auspices of the Automobile Club of California, there will be a motorcycle event. The race on Friday, November 6, will be a five-mile handicap, silver cups being offered as first and second prizes. Saturday's event also will be a five-mile handicap for a prize of \$50, with a silver cup as second prize.

Rhine Wins at Washington.

In conjunction with a programme of automobile races run at Washington, D. C., on Wednesday, there was a three-mile race for motor bicycles, which was won by Howard Rhine, on an Orient, with Percy M. Smith on a Reading Standard second Time, 6 minutes.

SIXTY MILES AN HOUR

Tommy Hall Makes the Record 54 1-3 Miles, and Automobile Pace is now Suggested.

Sixty miles an hour on a bicycle draws steadily nearer. It is almost in sight. It was only a few weeks ago that fifty miles in an hour behind pace was chronicled with wonder and much comment upon its being the goal long thought to be unattainable and considered as a possibility only during the last two years.

At the time that the ride of fifty miles in an hour was recorded it was speculated upon whether the speed of a mile a minute could ever be sustained for an hour. The fastest men of France kept on attacking the record successfully, and it was first jumped up a quarter of a mile, then a mile, and then two, until it was seen that the sixty miles was no more impossible nor improbable than the fifty miles had been.

Now the figures for an hour have been moved up to nearly fifty-four and one-third miles, and the men are still at it. Tommy Hall, the little Englishman, who is well known in this country, is the latest holder of the record. On Thursday of this week Hall made the wonderful record of 54 miles 535 yards at the Parc des Princes track, Paris. This displaced the record of 52 miles 918 yards made by Dangla.

It begins to seem as if the seasoned men among the expert pace followers can go about as fast as the pace provided calls for, provided the pacing is well done and no accident occurs. Gradually they have increased their following ability till the pacing machines had to be improved in order to give them all the speed they could hold. Yet there must somewhere be a limit to the rapidity with which a man can move his legs and the strength he can expend on a high gear, even if it is so that every particle of atmospheric resistance is removed and the suction is great. The impatience of human nature cries out, "What is this limit?" There are motor machines now made that beyond doubt can travel faster than any man ever can ride. Why not jump for the limit now and find out what it is?

In view of the repeated demonstration that a good rider can, under favorable circumstances, travel as fast as he is paced by the motor bicycles, it seems strange that no one has tried automobile pacemaking for cyclists on either track or road.

A moderate sized car of a power that will yield a speed of better than a mile a minute for twenty miles ought to be a good medium for finding out what is the limit of man's powers in pace following. The mile a minute has not quite been reached behind a motor bicycle, but the riders have come so close to it that it should be possible behind a fair sized automobile with wind shields rigged on it. If this speed was attained and the automobile's pace gradually increased to its best, it is very likely that it would

soon be learned not only where the limit is, but why men can ride no faster. It would be necessary, of course, to have all the best men, those who have been increasing the one hour record, try the new style of pace and become familiar with it. It might be proven that no machine has yet been made that can be safely run on track or road faster than a bicyclist can ride behind it, and if this is so it would be as well worth knowing as to learn what is the limit of pedalling speed behind pace.

Charles Murphy rode a mile behind a locomotive in 57 4-5 seconds. This record could probably be bettered now, and it seems unquestionable that sixty miles an hour could be attained by such riders as Hall, Langla, Robl and others if attempted it was under the same circumstances as those in which Murphy made his record. It may be that a locomotive going at the rate of two miles a minute will yet be necessary to demonstrate what is the pace following limit. After what has happened no one dare predict how near the limit is. Before locomotives are tried the automobile should be given a chance, and the time seems now to have arrived to give these men of truly marvellous riding ability the best possible pacing and see what they can do under the most favorable circumstances.

The High Gear Limit.

A well known pace follower gives it as his opinion that the high gear limit had been reached. Said he: "145in. is high enough for anything, and, although I have experimented with 150 and over behind the best sheltered pace on a calm day, and on a fast track, the latter cannot be pedalled with ease when travelling at a fifty miles and hour gait, as the steering becomes so very sensitive. Then there is the question of starting and sprinting up to the pacing machines when dropped."

It seems rather strange that the present-day record breakers with their forty to forty-eight miles an hour have not to pedal any quicker than the cracks of the bygone days, who were capable of covering twenty miles in sixty minutes. But on working out the gears this proves to be correct. Twenty miles and over were accomplished on a 56in. gear. By doubling this 116in. for forty miles an hour gait, as the steering becomes so for fifty miles an hour. Machines, tires, tracks and pacing machines taken into consideration, one cannot but admire the earlier essays on the hour's record as compared with the recent artificial speed rates.

The Invasion of Australia.

"On to Australia" is the cry of the racing men. Lawson and MacFarland are now on their way there, and a number of European cracks are reported to have announced their intention of competing in the land of kangaroo. "Plugger Bill" Martin is already on the ground. He departed from these shores some months ago, quietly and without any one knowing of his departure. The Australian racing season is just opening, and Martin will make his first appearance in Sidney at a meet given for the benefit of Walue, a favorite antipodean rider.

SPORT TOO MECHANICAL

So Pacing is to be Done by Tandems Next Season, Says Boston Critic.

The use of big single motors for pacing purposes during the last season has been completely successful in remedying the troubles previously experienced. But these machines have brought in a new trouble, which more than balances the ones relieved. It has killed what life and spontaneity remained in the paced game. At least this is the assertion of Boston followers of the game, where the bulk of the season's paced racing was done.

A remedy is now proposed for this new condition of affairs. A motor pacing tandem and a 4 horsepower single motor for each racing man in the cycle game is the newest scheme likely to go through for the revival of interest in the sport, declares the spokesman for the Bostonians.

Everybody who has followed the sport and watched the changes which have come quick and fast in the last six years knows very well that last year was the worst year experienced, he goes on. The admirers held on till the very last, hoping that something would be done to make the races more spectacular and less mechanical, but with the exception of a few races at Revere they saw nothing but great, big 14 horsepower singles, pulling men behind them and the race depending, not on the ability of one rider to go faster than another, but on the toss of the coin as to who got the pole and whose machine could make the most speed.

The only man last year who could catch up after being shaken, without losing from two to five laps, was Harry Caldwell. The races were too mechanical, too much between machines and not enough between men, to satisfy those who pay their money at the box office window. Many a time have those who bet on the races gone to the training quarters, and, instead of asking a rider, "How are you feeling?" asked him, "How is your machine running?" It was all machine.

Now this plan to go back to tandems with a small single for a spare will do much toward giving the people something for their money, and making the game once again as popular as it used to be.

The tandems last in use were fitted with thin tires, and a fifty-mile ride on them would wear them through and many spills were caused by their bursting. The new tandems will be fitted with 9 horsepower motors. This will give them power enough to drag the big, heavy tires such as were used on the singles last year. The protection will be cut down to ten inches. It is not yet decided whether or not the riders will pedal, although in all probability they will, as it makes a better showing for the spectators. It is probable also that the machines will be propelled by means of belts instead of chains. Besides the tandem, each

rider will have a 4 horsepower single as a spare.

This matter has been broached to almost every rider and manager in the country, and every one who was seen has declared himself in favor of it. They see that something must be done to get the gates, and last season taught them the policy of looking for speed to the exclusion of sport did not pay.

Of course, it is possible that with a 9 horsepower motor carrying a heavy frame and two men, quite as much speed might not be attained as was last season by the big singles. Still, at that, with both men pedalling hard, the change in speed would not be great. Even so, the additional safety guaranteed everybody would more than make up for it.

The Inter-Club Relay Race.

On the Pacific Coast the interclub relay road race, once one of the most enlivening forms of sport in the East, still retains its popularity. On the 18th inst. the Eden Cyclers, of Haywards, and the New Century Wheelmen, of San Francisco, engaged in a race of the sort over a triangular course of forty-two and one-half miles, the latter winning after a stirring fight.

E. E. Bergman, the crack road rider of the New Century Wheelmen, belongs due credit for the victory. Bergman was in the second relay, and was pitted against C. Toyne, one of the fastest riders among the Eden Cyclers. The flag was brought to Bergman a fifth of a second behind the first relay man of the Eden team, but once under way Bergman soon cut down his opponent's lead, sprinted past him and set so hot a pace that Toyne was unable to tack on to Bergman's rear wheel. Bergman completed the circuit of the triangle, eight and one-half miles, in 22:29 4-5, which is the fastest time ever done on the course. This performance proved to be the winning ride for the New Century team, as the best any of the other members of the team was able to do was to hold on to their opponents. Bergman succeeded in "shaking" Toyne altogether, and gained one minute and two seconds on him during the ride of eight miles and a half.

The silver cup win in this race is a perpetual challenge trophy. It was purchased by joint subscription among the members of the Eden Cyclers and the New Century Wheelmen. This year the Edens were the challengers. The men riding in the different relays are as follows: New Century Wheelmen, L. Hables, E. E. Bergman, F. Heuer, A. Greeninger and D. Mainland; Eden Cyclers, D. Borree, C. Toyne, A. Smith, J. Borree and A. Everett.

To all appearances the most phenomenal ride of the last season was that of "Tommy" Hall, the little Englishman. Cable advices state that on Thursday, October 29, at the Parc des Princes track, Paris, in a race against time, he covered the extraordinary distance of 54 miles 535 yards in the hour. He thus regained the record which Dangler had annexed two weeks before, beating Hall's record by covering 52 miles 918 yards in 60 minutes.

PHYSICIANS AND CYCLING

Doctors' Recommendations not Always Based on Fullest Information.

The present age is one of fads. Perhaps it is not more so than other ages have been, but it seems that way, just the same. They appear in all directions, and in none more frequently than in connection with medical and surgical practice. New diseases attack poor humanity right along, and while these are being dealt with new ideas are sprung for treating the old ones. We have the "faith cure," "Kneipp cure," and nobody knows exactly how many other cures. Then we have the allopath, the homœopath and other paths. A good word may be said for the bicycle path as constituting one which leads to health.

It is perfectly justifiable to claim for cycling special virtues and healing powers of its own, sufficient to justify the term "cycle treatment" in cases where it is employed for the cure and relief of certain ailments and disorders of a minor character. For effectiveness, diversity of application and the magnitude of the total benefits conferred on humanity by its means, the cycle treatment will compare favorably with any of the à la mode methods employed by the high priests of the profession for alleviating the ills of their distinguished clients.

A marked feature of the cycle treatment is its wide application, there being few disorders in which this form of exercise is found unsuitable, although its true province and mission is found in the trackless and frequently indefinable region of minor ailments, from which, however, it must be admitted, the major part of our woes and aches, real or fancied, are derived. They are termed minor because they do not kill, although their capacity for worrying is unlimited. The sympathy usually excited by the sufferings of a fellow creature—the common garden sympathy of human intercourse—is often denied to the hapless individual whose barbs and briars are derived from a minor ailment, and not infrequently the ordinary expressions of pain—wails, whines and grimaces—are greeted with ill suppressed mirth, for no other reason than that they are the offspring of minor ailments. Nevertheless, the latter are essentially the foxes, the little foxes that spoil the vineyards of our content and serenity. Dyspepsia, neuralgia, lumbago, biliousness, headache, mental depression, palpitations, although not fatal complaints, contribute liberally to the storehouse of human misery. Minor ailments are an army that shatter not by power or might, but by their number and persistence. The weapon above all to scatter them is the cycle. If the exercise fails to effect a cure, the fresh air and pretty country—"not rural sights alone, but rural sounds"—will exorcise the impish legion.

There is a point in the affairs of certain indefinable ailments when the honest physician would say, "Throw physic to the dogs

and get thee a horse or a bicycle," as the case may be. There is nothing in this to justify or support the infidelity of certain sceptics toward medicine and its practitioners. It is the part of a good soldier to know when to retire and when to fight; to recognize the critical moment when discretion is the better part of valor; when a clean pair of heels is a finer exhibition than a bold front. So, also, the sagacious physician knows what drugs, the common implements of his craft, cannot accomplish, and is ready to enforce other methods when they fail, in the interests of his patient. Physic is but one weapon in the armament of a resourceful physician. Have we not heard of the "faith cure"? Is it not on record how a man who was a cripple with rheumatism, when spurred with the sudden necessity of escaping from an infuriated bull, threw away his crutches, raced across the field and jumped over a hedge? This is even better than the latest bee sting treatment for rheumatism, and may be dubbed "the bull surprise treatment of chronic rheumatism."

In recognizing the bicycle as a therapeutic agent no medical man should presume to prescribe cycling unless he is prepared in every case to furnish a detailed specification of the cycle to be used. Many of the failures to benefit by the cycle treatment are due to the incompetence of prescribers, from a lack of practical knowledge, to adapt the cycle to the particular ailment or rider in question. The physician does not, in the usual way, descend to these particulars, which are supplied eventually by the fantastic notions of the patient or by the seller, according to the particular machine in stock which he is most interested in disposing of.

Cycling, as every novice is aware, may range from mere child's play to the most laborious form of exercise, according to the powers of the rider and the specification of the machine ridden. A patient ordered to ride a bicycle and having the good fortune to light upon one with a gear and other equipment just suited to him and one on which he gets a proper and advantageous position, will probably derive the greatest benefit from the exercise. If, on the contrary, attracted by its gilding and trappings, he selects one geared too high or too low, the chances are that the pastime will lose a would-be friend, whose only associations of cycling would be those of labor and sorrow.

A great refuge in days gone by, when adapting the exercise of cycling to the feeble powers of the old, the ailing or the very young, was to gear very low, in order to reduce the labor of propulsion, but the rapid movements involved by very low gears are not always suited to the invalid, owing to their tendency to throw an undesirable strain on the heart. Ease of propulsion must not be secured at such a cost. Easy propulsion, to be truly beneficial, must be combined with moderately slow movements.

To find the correct cycling outfit for an invalid is the special business of the medical attendant, and this must necessarily vary with the circumstances of each case that

comes before him. He may rest assured, however, that on the careful adaptation of this detail lies the whole success of the cycle treatment, which seldom fails, unless the prescriber is a haphazard bungler, without practical knowledge of his subject.

The greatest improvement in cycle construction since the invention of the pneumatic tire, from a medical point of view, is the coaster brake, which interposes those delightful periods of rest in the ride and breaks the tiresome monotony of pedalling.

Finally, if you are a sufferer from any minor ailment, or if you have, from some cause or other, lost your buoyancy of spirits, get a bicycle, and if it is fitted with a gear suitable to your case it can be guaranteed that Richard will be himself—yea, more than himself—again.

About Coaster-Brake Attitudes.

"If cyclists who use coaster brakes adopt the 'quarter to three' position as that chap in last week's *Bicycling World* contends," said a motor bicyclist the other day, "they are not getting all the comfort out of the device that they should get. You rarely see a motorcyclist using other than the perpendicular position, and he is coasting all the time. A horizontal position of the cranks means that the rider's legs are always under tension—it is necessary to hold or 'balance' the cranks that way, while the other pose, with the cranks perpendicular, is a natural position and permits the rest that the coaster brake affords. You may carry your weight in the saddle or rest it on either pedal, in fact, if you will notice the average motorcyclist you will find that half the time he is not sitting full on the saddle, but is seated on one side of it and resting on one pedal or the other. I recently took a long ride on a 'push cycle' fitted with a coaster brake, and if I had not learned this trick I would have to eat my meals off a mantelpiece for several days afterward. The horizontal, or 'quarter to three' position permits the brake to be quickly applied, and is proper when descending a bad hill—on a motor I always adopt it then—but as there is no occasion to be constantly on the look out for danger it is, generally speaking, not necessary. As I said, it keeps the muscles of the legs taut and under strain and does not permit the rider to change his position in the saddle."

Many machines are built with insufficient clearance between the crank and the chain, and in such cases it would be a wise precaution to have the crank set out about $\frac{1}{8}$ inch. Even such a small additional clearance would make a great difference in one's safety. Again, it is very essential that the chain tension should be kept correct, for even with ample clearance, if there is a considerable sag in the chain, it is very likely to swing outward, and catch over the top of the crank. It is one of the most awkward accidents that can possibly occur, as the rider receives no warning whatever. He is shot off his machine like a stone from a catapult.

By Placing Your Ear to the Ground

You'll already hear unmistakable indications that

~1904~

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ROADS ARE FOR ALL ALIKE

Small Case Brings Big Decision From Brooklyn Bench—Speedways are Illegal.

A signal victory for cyclists has come from the courageous refusal of E. D. Childs, the Brooklyn lawyer, to be imposed upon. With the doughty Alex. Schwalbach, of the old guard of cycling, urging him on and engaging counsel in the person of James D. Bell, former president of the Brooklyn Good Roads Association, Mr. Childs brought to appeal his conviction for riding a bicycle on the main driveway of the Coney Island Boulevard, and had the conviction sweepingly set aside.

The appeal was heard before Justice Joseph Aspinall, in the County Court of Kings County, and in the words of the decision, handed down on last Saturday, October 24, it was: "Ordered and adjudged that the said judgment of conviction herein be, and the same hereby is, totally reversed and annulled, as being contrary to law, and that the said defendant, Edward D. Childs be, and hereby is, discharged."

The story of the arrest and the "trial" in the police court are told in the brief submitted to the court by Counsellor Bell, which is presented in full below. It is noteworthy that Assistant Corporation Counsel Joyce, who appeared for the respondent in the appeal, far from opposing the reversal of the verdict, favored it. He said that he admitted that Counsellor Bell might have obtained a reversal on technicalities, but as he had taken higher ground, he (Joyce) would concede that the arrest was illegal and that the ordinance, if it existed, was contrary to the statutes of the State, and he would therefore abandon any defence of the case.

The broad scope of the principle on which the decision was rendered was indicated in what passed between the court and the counsel for the appellant.

Judge Aspinall, in handing down his decision, asked Counsellor Bell if it was his contention, and if he conceded the right of the Park Commissioner to rule all classes of travel except that of the light harness horses off the speedway.

Mr. Bell replied: "Mr. Childs was not arrested on the speedway, and that point does not enter into this case, but I here say that the right of the Legislature to spend the public's money to build a special speedway for the exclusive use of one class of citizens may be all right as far as it goes, but it is clearly beyond the limits of the State Constitution for it to do so."

Judge Aspinall rejoined:

"I am glad to hear you say that. I have long held to a similar opinion, and have always felt that I had a legal right to drive on the speedway with any sort of a vehicle when I chose to do so."

Alex Schwalbach, who was an active aide to Messrs. Childs and Bell throughout the

case, after the decision had been rendered, said:

"There is no wish or intention on the part of cyclists to encroach upon the speedway or to interfere in any way with the horsemen. The fight was made to prevent the forfeiture of statutory rights through compliance with arbitrary and illegal orders issued by the Park Commissioner and enforced by the police.

"All that we wished to do was to prevent the establishment of a precedent which meant that bicycles might be excluded from public highways. This we have done. There is no doubt that the decision of Judge Aspinall throws open all speedways to bicycles, even though there be a bicycle path alongside; but all we wanted was an authoritative ruling that would prevent arbitrary police officials throughout the State from shutting us out from some particular road at their pleasure by simply hanging out a placard to the effect that 'this is a speedway.'"

This ably presents the cyclists' side of the matter, and the spirit of the principle in the case is one that should be emulated everywhere. This is the case which Mr. Childs laid before those who pose as officials of the L. A. W. and was told that the chief consul and president deemed it best not to do anything lest it might offend the Park Commissioner, who had "been good to wheelmen and had fixed the cycle paths once or twice when they needed it." This Park Commissioner whom the chief consul of the L. A. W. Remnant revered because he had partly done his duty with respect to keeping cycle paths in repair is Richard Young, the same who cut the new gateway to Prospect Park and built curbstones along it across the cycle path. The L. A. W. "officials" did not raise any objection to this. Like the Childs case, the curbstone grievance was set right through the efforts of those opposed to the passive, let-alone policy of the L. A. W. Mr. Childs was a member of the league, and did not know when he appealed to it that it had fallen into the hands of mummified administrators.

The brief in full that was submitted by Counsellor Bell in the Childs case is as follows:

The City of New York
against

Edward D. Childs, convicted under the name of John Childs.

The defendant was arrested by a policeman and brought before a city magistrate, charged with violating an ordinance, apparently of the Park Department of the City of New York. By Section 610 of the Charter, such a violation is made a misdemeanor. The defendant pleaded not guilty, and the magistrate found him guilty and suspended sentence. The suspension of sentence does not alter the quality of the finding that defendant had committed a crime, and he is liable at any time to be called up so that the punishment fixed by statute may be imposed upon him.

The defendant, not desiring to remain with the stigma of a criminal upon him,

and feeling aggrieved by the judgment, has appealed, as provided by law, and set up in his affidavit that the ordinance or by-law, for the violation of which he was convicted, is void as being itself in violation of Section 163 of the Highway Law as amended by Chapter 531 of the Laws of 1901 and other laws. As a fact, that section was again amended by Chapter 625 of the Laws of 1903, which was in force at the time the defendant committed the act, which was held by the magistrate to be a crime. As far as this appeal is concerned, however, the Act of 1901 and the Act of 1903 are identical.

By Section 756 of the Code of Criminal Procedure, "the magistrate must make a return to all the matters stated in the affidavit."

That return is before the Court, on a single sheet of paper, with the following contents:

The Complaint: The offence is charged in these words: "That on the 17th day of July, 1903, at the Borough of Brooklyn, in the City of New York, County of Kings, John Childs (now here) did unlawfully violate an ordinance of the Park Department by driving a bicycle upon the main drive of Ocean Parkway in violation of Park Article —, Section —, of the ordinances of the former City of Brooklyn, now Borough of Brooklyn, City of New York."

The Plea: "The charge was distinctly read to the said defendant, and he was required to plead thereto, and pleaded 'not guilty.'"

The Trial: "Defendant found guilty."

The Sentence: S. S. (Sentence suspended.)

The presumption must be that the magistrate has performed his duty and that he has made "a return to all the matters stated in the affidavit." He has not returned the words of the ordinance nor certified that it was offered or received in evidence upon the trial, and hence this Court must assume that its purport is correctly set out in the charge and that in terms it prohibited every person from using or driving a bicycle upon the main drive of Ocean Parkway. Again the inference is irresistible that the main drive is a highway upon which vehicles might be used or driven. Certainly no presumption can be indulged that all vehicular traffic was prohibited, because the defendant's alleging in his affidavit that this ordinance was void because in violation of a statute relating to highways and their use by bicyclists necessarily called the attention of the magistrate to that feature of the case and his return would have shown, if such was the fact, that the main drive was not a highway at all.

At the time the plaintiff was charged with violating the ordinance, Section 163 of the Highway Law, as amended in 1901, and further amended by Chapter 625 of the Laws of 1903, provided, among other things, that "the commissioners, trustees, or other authorities having charge or control of any highway, public street, park, parkway,

driveway or place, shall have no power or authority to pass, enforce or maintain any ordinance, rule or regulation, by which any person using a bicycle or tricycle, an automobile or motor vehicle, whether the same be propelled by steam, gasoline, electricity, or other source of energy, shall be excluded or prohibited from the free use of any highway, public street, avenue, roadway, driveway, park, parkway or place, at any time when the same is open to the free use of persons having and using other pleasure carriages, except upon such driveway, speedway or road as has been or may be expressly set apart by law for the exclusive use of horses and light carriages."

There is certainly nothing in the return to show that the place where the defendant was using his bicycle was a driveway or speedway or road expressly set apart by law for the exclusive use of horses and light carriages, and we may safely conclude that such was not the fact, but whether it was or not, it was the duty of the prosecution to have shown it, if it was, in order to maintain the issue raised by defendant's plea of "not guilty."

But it may be claimed that this broad prohibition is limited and controlled by this further provision contained in the same section: "But nothing herein shall prevent the passage, enforcement or maintenance of any regulation, ordinance or rule, regulating the use of bicycles or tricycles in highways, public streets, driveways, parkways and places, of the regulation of the speed of carriages vehicles, engines, automobiles or other motor vehicles in public parks and upon parkways and driveways in the City of New York, under the exclusive jurisdiction and control of the Department of Parks of said city."

It will be noticed that this proviso does not give power to the Park Department to exclude bicycles from parkways or from the park, but specially says that it shall be for the regulation of their use in the highways, public streets and driveways. Certainly where the statute prohibits in the most express language the exclusion of bicycles from these highways, it would be a remarkable construction indeed which would hold that a subordinate authority with power to make regulations for their use in such highways had the right to exclude them wholly therefrom. Regulation of the use does not imply or even permit destruction of the use. The statute expressly prohibits any authority from having the power to prevent the free use of the highways, and all the power given to the park authorities of the City of New York is to regulate that free use.

It has been held that regulate does "not mean to annihilate or suppress or to prohibit under all and every circumstance. No regulations or rules are necessary concerning an evil absolutely prohibited."

State v. Clarke, 54 Mo. 17, 34.

See Regulation, Century Dictionary.

The authority given by the Charter to the Park Commissioners to make rules implies

that such rules are to be in conformity with the law and the recognition of such rules in the Highway Law does not give any power to transcend the law.

1 Dillon Municipal Corp. (4th Ed.) Sections 323, 329, 330.

An ordinance prohibiting the sale of hay without inspection was held to be void, as the statute did not authorize it.

The Mayor v. Nichols, 4 Hill, 209.

An ordinance prohibiting the sale of spirituous liquors by innkeepers to their lodgers and lawful travellers was held to be void, as unauthorized.

Wood v. City of Brooklyn, 14 Barb., 425.

Judge Strong makes a remark very pertinent to the present discussion: "But the revised statutes in this particular are not simply prohibitory; they are also expressly permissive" (p. 427). We can say here the statute is not only expressly prohibitory, but it prohibits interference with the free use. Defendant had the right to the free use subject to the regulation.

The difference between preventing or suppressing a course of conduct, and regulating, is well illustrated by the Salvation Army case, in which it was held that "unless the practice is permitted there is nothing to regulate."

Peo. ex rel. v. City of Rochester, 44 Hun, 166, 169.

There are cases where it has been held that a regulation of a right might be held to include the right to prevent its being exercised in a particular locality. It will be found, however, that those cases covered acts which were or might become nuisances; such as slaughtering in city limits, as in Cronin v. People (82 N. Y. 318). Here, however, the free use of the highway is conferred by law upon bicyclists in common with the owners and users of other pleasure vehicles. A right conferred by law cannot be a nuisance, and a regulation of that

right is in the statute itself confined to the regulation of the use in the highway. In a word, the bicyclist has the right to use the highway, and the Department of Parks has a right to fix by ordinance the rate of speed and other incidents of the use, but no right to say that he shall not be in the highway at all.

The Speedway decision, Doll v. Devery (27 Misc. 139) has no application in this case, as since it was decided the highway act has been amended in exact accordance with that decision, and at the same time permitting in express terms bicyclists to use other highways.

Effect of Earnestness.

There are many human forces that make for accomplishment. And the greatest of these is earnestness. It is cornerstone and keystone, bed-rock foundation and towering walls—the whole masonry of success. It sweeps before it all doubts and difficulties; prevails against brute strength; surpasses genius.

Enthusiasm is the fickle flash; earnestness the steady glow. It is that quality which shines through and glorifies the simplest deeds and plainest words. Earnestness impresses where all else is powerless. Earnestness impresses where all else is powerless. Earnestness proves itself and cannot be counterfeited, says a contemporary.

Earnestness is the prime essential. Other qualities may be lacking, but earnestness is the saving grace; if it comes from the heart, it will strike up a wireless connection with the hearts of its readers and do its duty despite defects. Earnestness is hypnotism; earnestness is inspiration. If you are properly earnest, words will come, ideas will develop, arguments will tumble over one another in their rush for expression. And results are bound to come.

To Celebrate Street Improvement.

Bushwick avenue, Brooklyn, that has for so long been a bane to cyclists because of its rough granite paving and the neglected condition of the asphalt strips on it, has at last been repaved. This will be a real boon to Brooklyn riders, one of the greatest they have known in recent years, and they intend to celebrate it. The Williamsburg Turn Verein Cyclists have called for a parade to-night (Saturday), from one end of the avenue to the other. All the Brooklyn clubs have been invited, and unattached riders also will be welcomed. The Century Road Club Association has decided to enter a delegation, and the prospects are that quite a number of riders will be in line.

Impressiveness of Quantity.

Large quantities of goods attract attention, impress the customer, and most customers buy more freely and quickly from a large stock than they would from a small stock, says a contributor to the Zenith. I at one time lived near two grocery stores, and in watermelon season one of them would buy half a dozen melons at a time and the other would buy one or two hundred at a time. The one who bought one or two hundred would be sold out first.



TWO JAPANESE CRACKS.

THE DEALERS' DILEMMA

Taking on Motor Bicycles is Logical Step, but Many Difficulties Surround it.

The ordinary dealer to-day is confronted with problems more puzzling than he has hitherto ever been called upon to solve. There have been some hard nuts to crack in the past history of the trade, when radical changes in the patterns and designs of machines were frequent, and as the various booms and corresponding depressions came along from time to time. Some of the departures in designs of machines almost spelt ruin to many agents, and in some cases the changes came about so swiftly that thousands of machines were rendered almost unsalable and could only be cleared slowly and at heavy losses.

The last change of note in the cycle—namely, the adoption of the coaster brake—came about so gradually, and, moreover, was such a small matter, that it did the trade no serious harm in the way of making obsolete stocks, but rather worked for the general good than otherwise.

But what is the dealer to do now with the latest development, the motor bicycle? For there is little doubt whatever that it is just as surely a development and improvement on the ordinary cycle as any that have gone before, and has come to stay just as surely as the pneumatic tire. Whether it will eventually oust the ordinary pedal machine remains to be seen. At the present time it looks incredible to suppose that it ever will; but, then, doubts were felt in the same way on the introduction of the safety, the pneumatic tire and other innovations, and yet they speedily displaced old patterns.

At present few know where the strains are greatest in the motorcycle, consequently the whole of the framework is made strong and heavy throughout, thus forming a cumbersome, heavy road locomotive which many cyclists are afraid to tackle. It took cycle engineers ten years to discover where the strains were greatest on an ordinary pedal machine, and so in the case of the motorcycle, time will be needed, though the difficulty here is, of course, even greater, through the explosion stroke of the piston.

The most serious aspect to the cycle agent of the motor development is the enormous increase of cost. It is the most radical change in this direction that has ever come about in the history of the cycle trade. Whatever new improvement or alteration of pattern came along in the past, it never put up the cost of the cycle more than a few dollars, the most notable being in the case of the pneumatic tire, which increased the price to the public to the extent of \$15 or \$20 a machine; but the purchaser's price of a motorcycle is at once forced up to more than three times the price of the ordinary pedal machine. This means to the dealer at present a limited number of purchasers, for it is not every cyclist who can afford to

pay \$200 for a motorcycle and spend, say, \$25 per annum for gasoline, batteries, sparking plugs, tires, valves and repairs, etc. Then, again, it is not every dealer who has the available capital to lay out in the purchase of a representative stock of, say, ten or a dozen motor bicycles, and all the sundries stock in connection with them which he would be forced to keep.

Many dealers have been hesitating for two years whether to take up the motorcycle in addition to their ordinary business, and it is surprising even now to find how many of them there are who have not even touched motorcycles from a business point of view, and who candidly admit that they do not even understand them. Even twelve months ago many dealers declined to take motorcycles seriously, merely looking on them as a "passing craze"; but they have now altered their



NEW YORK BRANCH: 214-216 WEST 47TH STREET.

views, and in many cases have purchased one for their own personal use, and are now engaged in working up the enthusiasm of their customers. It is a remarkable fact that those dealers who took up the motorcycle, say, two or three years ago, have already sold a fair number, and have established quite a motor clientele, and motorcycles are becoming quite popular in their respective territories.

To Bend a Handle Bar.

In bending a handle bar care should be taken to curve slowly and deliberately, not pulling round and letting go in spasmodic jerks, but a gentle, continual pull. It should also be noticed that no lumps are raised on the inside of the curve, and to avoid this it is a good idea to have a handy piece of rag tied in the form of a ball at the end of a stick. This should be kept in a pail of water close to the bench where the bending is being done, and should be used to quench the tube on the inside of the curve during the bending process.

"The A. B. C. of Electricity" will aid you in understanding many things about motor bicycles that may now seem hard of understanding. Price 50 cents. The Goodman Co., 154 Nassau street, New York. ***

BRITISH POST OFFICE CYCLES

The Great Number in use and Many More are to be Purchased.

A short time ago the British General Post-office asked for bids for 850 bicycles for use by its employes in the telegraph service. In March last 750 machines were asked for and supplied, and when the 850 have been supplied the number of machines in use will be in the neighborhood of five thousand. It is understood that other large orders for machines are to be placed, the postoffice authorities taking the view that only a beginning has been made.

With this growth in cycling telegram messengers the matter of repair has become one of considerable importance. There is talk of establishing depots where small repairs may be made by the messengers themselves, and in this connection it is proposed to give the latter instructions of a more or less elementary character, so as to render them in a measure independent of the regular repairers. Naturally the latter object to this, and it looks as if their objections will cause the project to be abandoned.

In planning for the expected extension of bicycle use, the department has indicated its views in a circular recently issued. It says that in future each bicycle issued by the postal stores will be accompanied by a form of life record, the object being to obtain a continuous history of the machine during its working life. Postmasters will be responsible for the course to be adopted in the case of an accident rendering a machine temporarily useless. To avoid unnecessary hiring of bicycles locally, a reserve of official machines has been arranged for at certain towns in each surveying district. When, however, the cost of carriage by rail of a reserve machine may prove more expensive than local hiring the latter course will be adopted.

Bearings Require Attention.

While continued tinkering with one's bearings is to be deplored, some attention given to these very useful parts is a good thing. It is a good idea to test the front and rear wheels occasionally by holding the machine off the ground and pressing the wheel from side to side in the forks. There should be no appreciable play sideways; but at the same time the wheel should spin very freely. By this test you can determine if the bearings are adjusted properly.

The Man Who Grows.

The man who thinks, grows. Headwork is as essential to handwork as it is to brainwork. No man's business or profession can rise higher than the thought he puts into it. Being up to date is good, but the man who thinks ahead of his competitors gets the cream of the trade every time, says Jed Scarboro.

A SCRAP HEAP MACHINE

**How a Rider of an Economical Turn of Mind
Obtained a Cheap Bicycle.**

"When the bicycle boom was at its height, and practically everybody except the halt, the lame and the blind rode, there were many expedients resorted to in order to obtain the much coveted 'wheels,'" said an old dealer, reminiscently.

"One of the most extreme cases that came under my notice was that of a man who bought from me two machines—one for his wife and the other for himself. They were cheap machines, listing at, I think, \$60 apiece, and he only paid part cash and the balance on time. But the remarkable part about it was that he was a clerk in a grocery store and enjoyed the munificent salary of \$9 a week! Out of that he had saved enough to make the first payment on the two machines, and I give you my word for it that he met the deferred payments promptly. I used to wonder how he did it, but he managed to keep body and soul together somehow or other, and to get lots of enjoyment out of life.

"But that wasn't the story I started to tell you. There was a man, an engineer at a pumping station, who wanted a bicycle, but couldn't make up his mind to pay the price for a good one. He made the round of the stores, trying to beat down prices, but without much success. He was almost at his wits' end, when finally an idea struck him. He had a friend who worked for an iron company, and one day the latter happened to mention the fact that in a carload of scrap iron recently received at the works were a lot of bicycle parts.

"Here was just the opportunity he wanted. The friend was told what was needed to make up a bicycle, and promised to keep an eye on the scrap pile and pick out the parts wanted. It took some time, but finally the engineer got enough to make a start with, and he came to me to know if I would do the work of 'assembling' the machine in my shop.

"At first I felt like giving him a blunt refusal, but I finally did just the reverse. I took the job for him, agreeing to charge him 50 cents an hour for the work and regular price for all the materials I had to furnish. I was curious to see how the thing turned out, and it wasn't my funeral if the machine was a failure.

"He brought the parts in as they were rescued from the scrap heap, and when he came with a front and rear hub I set to work to build them up into wheels. One of the hubs, the front one, was only slightly defective; the spoke holes were not spaced right, one of them having been drilled close to the edge of the flange. But it made no great difference, as there is so little strain on the front wheel hub that there was scarcely a chance in a hundred of the spoke being pulled through. The rear hub was in

worse shape, for the cup seating on one side had been bored crooked—probably from the hub slipping in the jig. I examined it and concluded that there was enough metal in the hub to bore it out for a larger cup, and when I told the customer this he said to go ahead with it.

"After a while he brought in a choice collection of frame and fork parts. There was a fork crown that had the hole for the head drilled out of the center, a forkside that was kinked on the underside and another that had the end for the axle slotted wrong.

"Then there were frame joints with all sorts of little things wrong with them. A crankshaft and crank with a pedal hole too large for the pedal, a handlebar with a kink in it, a rear wheel sprocket with a bad thread on it, and cups and cones that had been thrown aside because they did not quite come up to standard. The front sprocket-wheel was, as far as we could make out, perfect. Of course, there was no chain, and one had to be bought. Everything was straightened out finally, however, and we got the machine completed. It cost its owner about \$50, if I remember correctly, counting the enamelling and nickelling.

"But when it was all done the engineer was far from satisfied with it. It looked all right and ran pretty well; but it was a makeshift and most of his friends knew it and asked him all kinds of questions about it. He got tired of these and of the machine itself after a while and sold it.

"He had become a confirmed cyclist, however, and he bought a new machine from me. So I came out pretty well on the deal."

Toe Clips Cause Faulty Pedalling.

There is very little doubt that the too common employment of toeclips has had a distinctly bad effect upon the average quality of pedalling, says an observant rider. Toeclips did a good deal of harm in days gone by, and really, there is very little need for them, so far as the average rider is concerned. The toeclip, while useful in its place for high speeds, and especially for fast riding over rough roads where undue vibration might tend to throw the feet off the pedals, is, when employed for everyday cycling, likely to lead to a lazy, slovenly state of pedalling.

In the old days, before the modern toeclip was invented, straps were often employed, but only for racing purposes. Then the road riders hit upon the plan of having double soles to their toes, the outer sole being slotted to fit exactly over the pedals. Track racing men exaggerated the idea, and very deep slots were the clumsy result.

In a certain degree the moderate slots were advantageous, because, while giving a secure hold on the pedal blades they did not afford such a mechanical grip that the rider could dispense with reasonable ankling. There was, however, the disadvantage that with each pair of new shoes the rider had to mount his machine and ride it a mile or so, being most careful to place his feet in exactly the position that suited him best, and maintain that to the end of the ride.

AUTOMOBILE PACE BARRED

**Old Racing Man Moralizes on This New
Plan of the Speed Game.**

"Time have changed since the days when road racing was the well nigh universal sport all over the country," said an old speedman to the Bicycle World representative recently. "I mean the palmy days of the middle 90's, when every city and town had its annual event in addition to countless more or less impromptu affairs, and when the Irvington-Milburn, the Pullman and other famous contests called out riders by the scores and hundreds.

"They tell me that nowadays contestants are prohibited from taking pace from automobiles; and only the other day a man was protested on the ground that he had done this, and if it is proved will be thrown out. Now doesn't that seem funny? Fancy a man in the old days finding anything on the road that could go faster than a bicycle! Why, there was nothing on wheels—or on hoofs, either—that could keep up with a road racing cyclist except another cyclist. Pace making from another rider not in the race was forbidden, of course; but no one ever thought of objecting to a man's taking pace from anything else. As a matter of fact, there was nothing that went fast enough to make pace for him.

"The automobile is, I suppose we must admit, a sort of evolution of the bicycle. Certainly the latter paved the way for it and made it possible for it to score so decisively and quickly. And I suppose, too, that it does give a man an advantage to drop behind one of these big touring cars and 'sleighride' along in its wake at 20 or 25 miles an hour.

"But all the same it's very funny. If some of the old road giants were to wake out of a ten years' sleep and hear about it it would make them laugh. In their time the horse that could hit it up at more than a 15 or 18 mile an hour gate, even for a short distance, was a phenomenon. All we wanted of the wheeled vehicles we met was that they they should keep out of our way."

Evils of Tight Steering Heads.

Although there is nothing worse in the way of causing damage to a machine, and in setting up rattling and noise, than a loose steering socket, yet every care should be taken to avoid going to the opposite extreme, because not only does stiff steering prove very uncomfortable, but it actually slows a machine to a remarkable extent, and causes the rider to suffer considerable fatigue, especially on a fairly long ride. The steering becomes uncertain, and the rider will be noticed to ride in somewhat sweeping curves instead of keeping a straight course.

A toll of one cent each way has been imposed upon bicycles by the company which owns the turnpike road between McSherrystown and Hanover, N. Y.

The Sort of Motorcycle he Wants.

Editor The Bicycling World:

I have been reading with much interest all that you have been saying in regard to motorcycles, and as I propose to purchase the coming season, I wish to know all about them. During 1901 I owned and used a motor bicycle with very unsatisfactory results; still I had a taste of the pleasure of it and want more.

I am well aware that the machines have been very much improved, and will be further improved, but what I would like to have is a machine equipped with a free rear wheel—something similar to the coaster wheel—the wheel to be free of the engine, and all down grades, and in handling. That would be great. One could coast faster down grades and save fuel. As for pushing and handling the machine while off of it the free engine would make it very much easier. It would call for two brakes, of course. Why not put a coaster brake on the front wheel, to be worked with a lever at handle bar? This, with addition of the rear brake, ought to hold a machine all right.

Another thing I would like to have is a two speed gear. For rough roads and steep grades the results would be far more satisfactory than as at present. With the motor running at a good speed and a low gear at hand one could ride roads and hills that would otherwise be out of the question. It would simply make the machine so much more serviceable. It looks to me as if the two speed gear would prove such a great improvement that it cannot fail to come.

A medium-long wheel base would make a more comfortable mount—it would ride smoother and with less vibration. The muffler should not puff up clouds of dust while riding. As to weight, I think a good strong serviceable machine will be constructed that will not weigh over one hundred pounds—anything more than that is too heavy to handle with anything like ease.

As to tires, anything less than two inches is too small for use on the road. I don't want a machine for racing, nor for fine roads, nor for the most favorable conditions; but for touring on roads that one happens upon. One thing to be settled is, Which it shall be; chain or belt? While I think it will be the former, I may be mistaken.

W. W. DARNELL,
East Radford, Va.

Hoodlumism in Brooklyn.

Editor The Bicycling World:

In one of your recent issues you described a new route to the Shore Drive in the Borough of Brooklyn, which included Fourth avenue. During a club run of the New York Motor Cycle Club, on October 25, the members had occasion to use this Fourth avenue route as far as Fifteenth street, and found it a good one to keep clear of. We were greeted all along the route with a shower of stones, dirt, sticks and hats. Over two hundred hats were thrown at us. It is

worth any motorcyclist's life to use this avenue, and I advise all riders, especially of motorcycles, to give it a wide berth. By giving this a little publicity in your journal you will confer a favor on all concerned.

MICH. E. YOEPEL,
Lieutenant N. Y. M. C. C.

Seeking to Classify Motorcycles.

Another effort is being made by the English Auto Cycle Club to devise a satisfactory and workable handicapping scheme for motorcycles. A circular bearing on the matter has been prepared, and is being sent out to manufacturers and agents.

The circular states that it is proposed to abolish the classification of racing machines by weight, and suggests the substitution of one of the following two plans:

Either that there shall be one class of engine, which shall have a maximum cylinder capacity of, say, 76x76 mm. (3-inch bore and 3-inch stroke),

Or, that there shall be two classes, one for engines not exceeding 70x70 mm. (2¾-inch bore and 2¾-inch stroke), and the other for engines not exceeding 80x80 mm. (3 1/16-inch bore and 3 1/16-inch stroke).

The various agents and manufacturers have been asked to give their views on the subject.

The Price of Aluminum.

The price of aluminum has varied much since it was first properly produced in 1855. A pound of aluminum cost at the time somewhat about \$115, but the following year brought a reduction to about \$25, which price had fallen in 1886 to \$11.25, and in 1888 to \$6.75. When in 1890 the water power of the Rhinefall at Schaffhausen was made useful for making aluminum the price fell rapidly to about 50 cents, and in 1901 it reached its lowest level, costing less than 25 cents per pound.

RIDE A

Cushion Frame

MODEL.

The Highest Grade

OF BICYCLE CONSTRUCTION AND THE MOST

Luxurious Bicycle Made

ALL DEALERS.



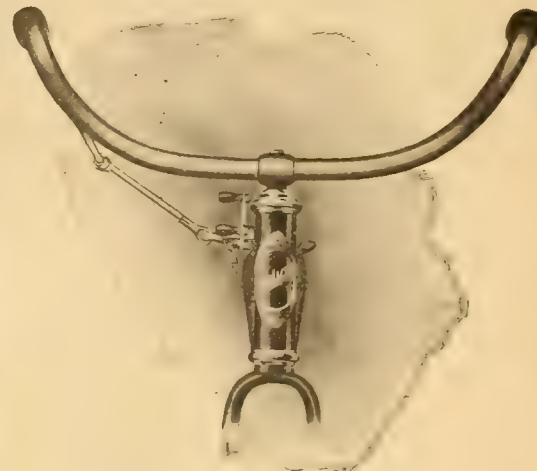
Of course, you all expect

The INDIAN

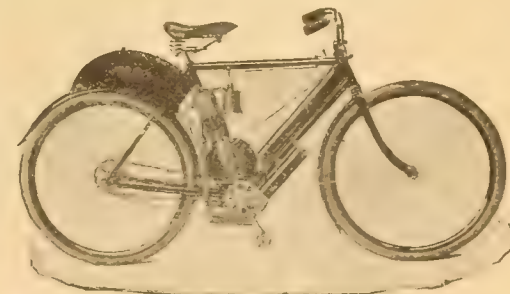
to lead the way in motor bicycle advancement and of course it will do that very thing.

The Grip Control

is one of the features that will prove its right to lead. It will not be necessary to remove the hand from the grip to start, stop or regulate the speed of the machine.



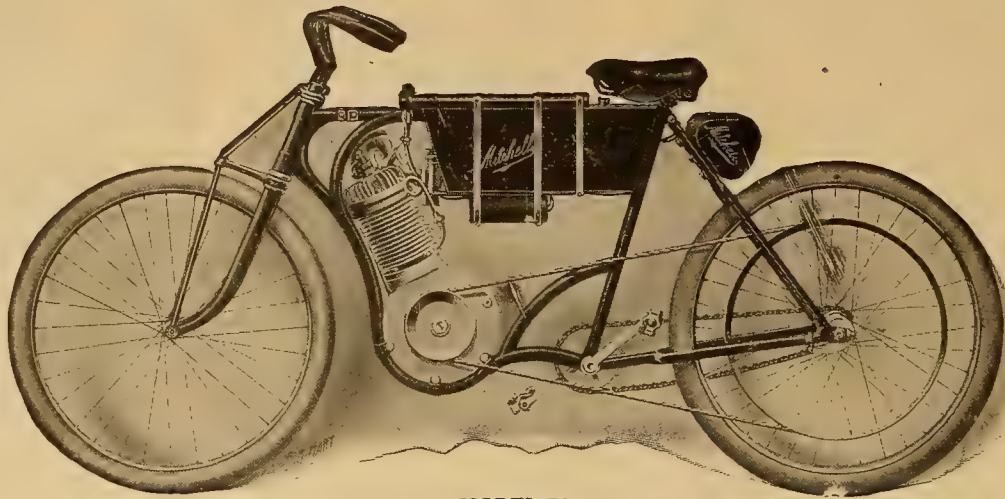
Are you on our list for a copy of the 1904 Indian catalog?



HENDEE MFG. CO., Springfield, Mass.

Mitchell Mile-a-Minute

3½ Horse Power



\$225.00

MODEL 53.

There are fast horses and slow horses, strong horses and weak horses,
BUT OUR HORSES

are out of three-and-one-half-inch-bore by four-inch-stroke and are the strongest, fastest and best bred in the world.

WISCONSIN WHEEL WORKS, Box A, Racine Junction, Wis.

New England Representative: AUTOMOBILE & MOTOR-CYCLE CO., East Rochester, N. H.

New York City Agent: HENRY ALLMEN & CO., 3 West 93rd St.,

St. Louis Agent: HARRY R. GEER, 1017 Pine St.

SHELBY COLD DRAWN SEAMLESS Bicycle Tubing

IT IS WELL KNOWN BY ALL MANUFACTURERS

that the Shelby Tubing represents the standard for Bicycle
construction—the greatest strength with the least weight.

WRITE FOR PARTICULARS, AS TO PRICE, ETC.

SHELBY STEEL TUBE COMPANY,

General Offices:

FRICK BUILDING, PITTSBURG.

Branch Offices:

NEW YORK AND CHICAGO.

TO SAY THAT

Eagle Bicycles

WILL BE EQUIPPED WITH



Persons Saddles

is to say that riders of Eagles
will be assured

Saddle Comfort

which plays a more important part in stimulating cycling and making sales than many dealers permit themselves to believe.

EAGLE BICYCLE MFG. COMPANY,
TORRINGTON, CONN.

LIBERTY BELLS

FOR 1904

NOW READY



35 CM. MEDALLION

as usual

FOR FINE TRADE

The line for next season is even better than ever,
which means as in the past, in a class by itself.

LIBERTY BELL CO. BRISTOL, CONN.

A Lot of New Things

Send for a set of Poster Sheets
Describing and Illustrating our
1904 MODELSSADDLES,PEDALS,TOOL BAGS.

They will interest you.

FEDERAL MFG. COMPANY

GARFORD FACTORY

ELYRIA, O.

"A Sublime Spectacle."

NIAGARA

FALLS

One of the natural wonders of the world. A charming place at any season of the year, reached from every direction by the

NEW YORK CENTRAL LINES

A visit to the Falls is an object lesson in geography; an exhibition of landscapes that no painter can equal, and a glimpse of the latest developments of the industrial world.

A copy of No. 5 of the "Four-Track Series," "America's Winter Resorts," will be sent free, post-paid, to any address, on receipt of a postage stamp, by George H. Daniels, General Passenger Agent, New York Central & Hudson River Railroad, Grand Central Station, New York.

WANTS AND FOR SALE.

15 cents per line of seven words, cash with order.

WANTED—Everyone interested in motor bicycles to purchase "Motocycles and How to Manage Them." Contains 126 pages bristling with information. \$1.00 per copy. For sale by The Goodman Co., 154 Nassau St., New York City.

ALL ROADS ARE EASY WHEN THE



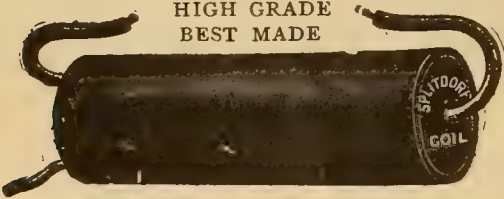
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BALL
RETAINER**
IS USED.

With millions in daily use, it has stood the test for more than five years, and is adaptable to ball bearings of any kind.

If you are users of ball bearings we would be pleased to hear from you and mail you our catalog with the latest information which we know would be profitable and interesting to you.

THE STAR BALL RETAINER CO., Lancaster, Pa., U. S. A.

Write for 1903 Catalogue,
Bicycle and Automobile Supplies
THE KELSEY CO.,
BUFFALO, N. Y.

SPLITDORF SPARK COILS.HIGH GRADE
BEST MADE

C. F. SPLITDORF, 17-27 Vandewater St., New York.

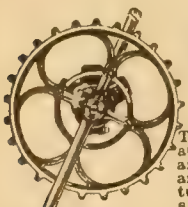
Special Stampings
FROM
SHEET METAL

THE CROSBY CO., - Buffalo, N. Y.

JOHN S. LENG'S SON & CO.

4 Fletcher Street, NEW YORK,

CARRY A COMPLETE STOCK OF

BICYCLES, TIRES, SUNDRIES.CAREFUL ATTENTION PAID TO
PROMPT SHIPMENT.

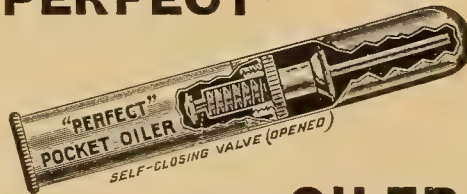
"D. and J." Hangers
are
Absolutely the BEST.
WHY?

They are Mechanically Correct, Accurately Ground, Lightest, Nearest Dust and Water Proof, Neatest in Appearance, and they are used by the best Manufacturers and ridden by the best Professionals and Amateurs of America.

PARK CITY MFG. CO., Inc., CHICAGO.

HIGH GRADEwheels must have the
best equipments.There is nothing that gives more value for
the money than the use of the**MORSE TWIN CHAIN
ROLLER**NOISELESS IN MUD, WATER OR
DUST AND ALWAYS EASY RUNNING.

The only chain having Frictionless
Rocker Joints. Insist on having the
Morse Twin Roller. Fits regular
sprockets.

Send for Catalogue and
Trade Price to**Morse Chain Co., Trumansburg, N. Y.****"PERFECT"****OILER.**

For High Grade Bicycles. The best and neatest Oiler in the market. **DOES NOT LEAK.** The "PERFECT" is the only Oiler that regulates the supply of oil to a drop. It is absolutely unequalled. Price, 25 cents each.

We make cheaper oilers, also.

CUSHMAN & DENISON MFG. CO., 240-242 W. 23d St., NEW YORK

BARGAINS FOR BICYCLE DEALERSIN
**TIRES, COASTER BRAKES,
CAS LAMPS, Etc.**

Write to-day for complete Catalogue.

THE E. H. HALL COMPANY (Incorporated),
Jobbers Bicycles and Supplies,
59-65 Exchange St., Rochester, N. Y.

Motor Equipment,

Applicable to any Motor Bicycle.

**THE A. CLEMENT CYCLE MOTOR
& LIGHT CARRIAGE COMPANY,**
HARTFORD. - - CONNECTICUT.

THE BEST TIRES FOR 1904.—OUR—
"Black Diamond" and "Rochester Guaranteed"

will be the best and make you the most money.

Send for sample tires before you buy elsewhere.

THE SIDNEY B. ROBY CO.,
Jobbers of Cycle Supplies. Rochester, N. Y.

SPROCKETS.We supply nearly all
the best trade.

PARISH & BINGHAM CO.
CLEVELAND, OHIO.

Quality not Affected.

It is a remarkable characteristic of the prevailing conditions that the lowering in price of the modern bicycle has not been attended by a proportionate decadence in quality and efficiency, remarks a well posted writer.

The \$50 bicycle of the leading manufacturers nowadays, with many improvements and general equipment, is a wonderful production at the money. Less than half a dozen years ago, if the specification of this machine had been put before a manufacturer, and some one, prophetically gifted, had ventured the prediction that such a machine would be retailed at the standard price for the popular article of to-day, the friends of the prophet would have been asked to look after him.

The maker's problem has been simplified by the natural outcome of the competitive conditions which have affected every branch of the trade. Material has been cheapened, methods of production have improved, and labor has had to accommodate itself to the changed situation. A comparison of the market prices of tubing, chains, saddles and tires to-day, with those prevailing in 1897, for instance, would be interesting.

The tendency to maintain the present standard of prices, so far as the public are concerned, must not be interpreted as indicating anything in the nature of a halt in enterprise. Competition is still too keen for such a thing to be possible. Efforts will still be directed by individual manufacturers to outstrip all rivals in the value they offer, which, it will be freely granted, is the most commendable and healthy form competition can take.

Concerning Motorcycle Repairs.

In dealing with motorcycle repairs generally, it will be necessary to give the repair man more explicit instructions than would be deemed necessary in the case of an ordinary bicycle, or a good deal of dissatisfaction is likely to arise. For instance, if the machine won't go, and you are told to put it in order and make it go, it will be the owner's lookout if the job swallows up a lot of time; but if the owner says it simply requires so and so, it may be found that a great deal more is required of which he is entirely ignorant, and it is in such cases that you are liable to be accused of overcharging. The difficulty, of course, is that the owner very rarely knows exactly what is the matter, or in all probability he would never have brought the machine to you.

It always pays and saves time in the long run to make and keep tools and makeshift appliances for all mechanical operations, and it is a foolish policy to allow a useful tool to be altered to suit another purpose.

"The Motor, What It Is and How It Works." See "Motocycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York.

The Week's Patents.

741,684. Jump Spark Ignition Plug. Joseph H. Lehman, New York, N. Y. Filed February 6, 1902. Serial No. 92,791. (No model.)

Claim.—1. In a jump spark ignition plug the combination of the casing, the cap on the end thereof, having the perforation, the insulating core extending into and adjacent to the end of said cap and having the longitudinal recess with which said perforation communicates, together with the conductor terminal within said core extending through said recess, and having its free end substantially in registry with and extending into said perforation of the cap and maintained out of contact with the latter, substantially as and for the purpose set forth.

741,997. Mud Guard for Bicycles. William

Beckwith, Lowell, Mass., assignor of one-third to William M. Rushworth, Lowell, Mass. Filed July 18, 1903. Serial No. 166,113. (No model.)

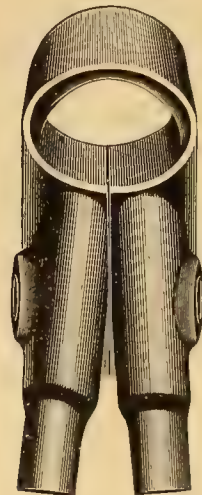
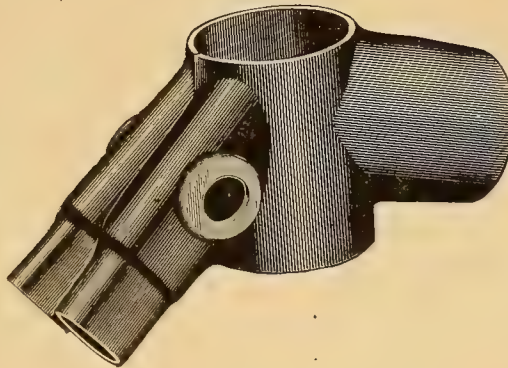
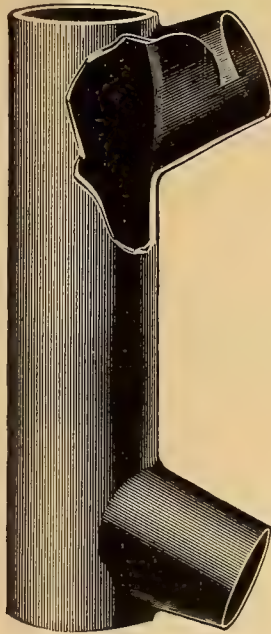
Claim.—1. A mud guard for bicycles, comprising a case adapted to be secured to the fork, said case being provided with a longitudinal slot; reverse ratchet wheels mounted in the case near its opposite ends; a drum supported by said ratchet wheels; a swinging frame pivotally sustained at its lower end by the machine; a ribbon secured at one end to said drum, extending through the slot in the case and secured at the other end to said frame; mechanism for winding said ribbon into the case around the drum and unwinding it therefrom, and mechanism for holding the ratchet wheels alternately as the ribbon is wound and unwound, substantially as set forth.

Look out for Chain Trouble.

The time of year is approaching when chains will require more than usual attention. Rains are more frequent and the sun is not powerful enough to dry them out. Consequently mud puddles abound, and when the machine is bespattered with mud, which dries on it and works in between the block and the side links, and is then ground in as the chain passes over the sprocket teeth. The caked mud also finds its way to the lubricant, absorbing it and leaving the bearing points dry. A thorough cleaning and relubricating should be given the chain at frequent intervals. At the end of a ride the chain should be wiped with a rag or bit of waste, even if nothing else is done.

— FOR 1904 —

Outside Joint 1-inch Frame Set



WITH BOLT AND NUT CLAMP AT SEAT-POST CLUSTER.

Lugs tapered to knife edge. We have parts for 20, 22 and 24-inch men's frames and for 21-inch women's frame.

Write for NEW CATALOGUE

THE CROSBY COMPANY, 177 to 187 Pratt St., Buffalo, N. Y.

"MOTOCYCLES AND HOW TO MANAGE THEM"

REVISED EDITION

BOUND IN CLOTH

The Only Book of the Sort in Existence

CONTAINS A MINE OF VALUABLE INFORMATION

PRICE, ONE DOLLAR.

THE GOODMAN COMPANY

123-125 Tribune Building, - New York City

WE MAKE HIGH GRADE BICYCLES

that have stood the test.

**The FOWLER,
The MANSON,
The SHERMAN.**



They are known the world over and have always given satisfaction. We make three grades of unequalled superiority and speed qualities. NEW MODELS FOR 1904.

Write us for Catalogue and an Agency.

Special prices quoted to dealers on standard Bicycle Supplies, Tires, Coaster Brakes, etc.

FOWLER-MANSON-SHERMAN CYCLE MFG. CO.
241-249 South Jefferson Street, CHICAGO, ILL.

If you have not booked your subscription for . . . 154 NASSAU STREET, NEW YORK Do it now. It cannot well fail to interest you.

NEVER LEAK
STOPS LARGE PUNCTURES.
 This is the only fluid that can be legally used in pneumatic TIRES. Suits now pending.
BUFFALO SPECIALTY MFG. CO.,
Buffalo, N. Y.

If You are Interested in Automobiles,
THE MOTOR WORLD
 Will Interest You.
 It's readable,
 and you can understand what you read.
 Published Every Thursday
 at 123-5 Tribune Building, New York.
 \$2.00 per Year. Specimen Copies Gratis.



THE CYCLIST
INCORPORATING
THE MOTORCYCLIST
FOUNDED 1879
THE AUTHORITY OF THE CYCLING WORLD.
DE. 1902 Vol. XXV WEDNESDAY, AUGUST 17th, 1902. [ONE PENT]

**THE KEY NOTE TO THE
 BRITISH TRADE**

Read it and keep in touch with
British Inventions
 And Movements in the British Trade and
 Pastime.

Special Trade Section included to
 Trade
 Subscribers

SPECIMEN COPY POST FREE

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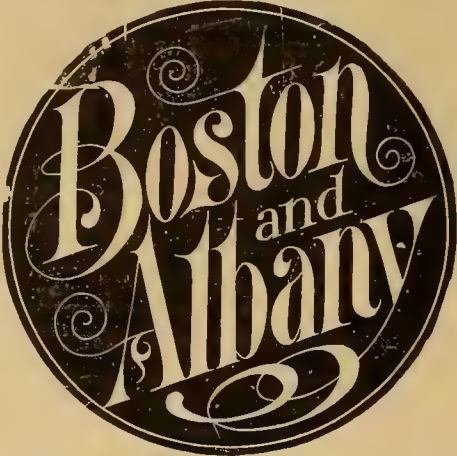
If you ride or sell,
 or intend to ride or sell
 motor bicycler

**"Motocycles and How to Manage
 Them"**

is the very book you need.
 Every page teaches a lesson. Every illustration
 "speaks a piece."
 And there are 126 pages and 41 pictures, too

Price, \$1.00.

The Goodman Co., 124 Tribune Bldg., New York



**Through Train and Car Service in
 effect June 15, 1902.**

TWO FAST TRAINS

	"Chicago" Special Via Lake Shore.	"North Shore" Special Via Mich. Cen.
Lv. Boston	10.45 A.M.	2.00 P.M.
Due Albany	4.10 P.M.	7.35 "
" Syracuse	7.55 "	11.25 "
" Rochester	9.45 "	1.15 "
" Buffalo	11.40 "	
" Toledo	5.55 A.M.	
" Detroit		8.25 "
" Chicago	11.50 "	3.15 P.M.

"Chicago Special" has through Buffet Library Smoking Car and Dining Car to Syracuse and from Toledo to Chicago.
 "North Shore Special" has Dining Car to Albany, and from St. Thomas to Chicago. Both trains run daily and are made up of the most modern and luxurious vestibuled Sleeping Cars unning through to Chicago.
 For other service west, time tables, reservation, etc., address
A. S. HANSON, Gen. Pass. Agt., Boston.

BOSTON & MAINE R. R.
LOWEST RATES
FAST TRAIN SERVICE
BETWEEN
Boston and Chicago,
St. Louis, St. Paul,
Minneapolis

and all points West, Northwest, Southwest.
 Pullman Parlor or Sleeping Cars on all
 Through trains.
 For tickets and information apply at any
 principal ticket office of the company.

D. J. FLANDERS, Gen'l Pass. & Ticket Agt.
BOSTON.

The Best Advertising Medium
 for the Irish Trade is

**THE
 IRISH CYCLIST**

Specimen copy and advertising rates on
 application to
MECREDY, PERCY & CO., Ltd., Props.
34 Abbey St., DUBLIN.

TO THE LIVE MAN
 interested in cycling who realizes the value of keeping informed
 about all that concerns it this blank will be hint enough:

THE GOODMAN COMPANY,
124 Tribune Building, New York.

Enclosed find \$2.00 for which enter my subscription
 to the BICYCLING WORLD for one year, commencing
 with the issue of.....

Name.....

Address.....

The Bicycling World

AND MOTOCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVIII.

New York, U. S. A., Saturday, November 7, 1903.

No. 6

POPE'S 1904 PRICES

Chain Bicycles Advanced \$10, Chainlesses \$5—One Model at \$100 Made Possible.

The price list of the Pope Manufacturing Company, issued on Wednesday, shows some interesting changes in the retail figures on well known lines, and the changes are all in the nature of advances.

Most notable is a uniform advance of \$10 all along the line on Columbia chain wheels. The Columbia chainless has been advanced \$5, that is, from \$70 to \$75. The accessories that go to make up the increasingly popular model with "all modern improvements" remains the same in price.

The cost of the improvements total up so that a Columbia 1904 Chainless with all the up-to-date features will cost just \$100. This is figured out thus: Columbia two-speed chainless, with coaster brake, \$90; cushion frame, \$5, cushion forks, \$5. The coaster brake on any wheel costs \$5 extra; the two-speed, which necessarily includes the coaster brake, costs \$15, extra, and as the two-speed mechanism is not an attachment that can be put on any old wheels, but constitutes a model of itself, thus makes a regular \$90 model.

Other changes are the addition of a \$30 "Stormer" model and a new racing wheel at \$60 to the Tribune line. The \$50 model of this year is now a "light roadster" at the same price. The \$40 models of the Tribune and Cleveland lines are retained. The Hartford and Westfield lines and prices both remain unchanged.

The complete list of the Eastern Department, as announced, is:

COLUMBIA LINE.

Model.	List price.
134—Men's chainless.....	\$75.00
135—Women's chainless.....	75.00
136—Men's chainless, with hygienic cushion frame.....	80.00
137—Women's chainless, with hygienic cushion frame.....	80.00
130—Men's chain, with hygienic cushion frame..	60.00
131—Women's chain, with hygienic cushion frame	60.00
132—Men's special racing chain wheel.....	60.00
128—Men's light roadster chain wheel.....	50.00
129—Women's light roadster chain wheel.....	50.00
B—Columbia motor bicycles.....	225.00
Hartford Bicycles—Model 126—Men's chain wheel, \$35.00; Model 127—Women's chain wheel, \$35.00.	
Vedette Bicycles—Model 125—Men's chain wheels, \$30.00; Model 125—Women's chain wheel, \$30.00.	

CLEVELAND LINE.

Model.	List price.
D—9—Men's chainless.....	\$75.00
D—10—Women's chainless.....	75.00

D—11—Men's chainless, with hygienic cushion frame.....	80.00
D—12—Women's chainless, with hygienic cushion frame.....	80.00
"Swell Special" men's racing machine.....	60.00
G—9—Men's light roadster cushion chain.....	60.00
G—10—Women's light roadster cushion chain.....	60.00
E—7—Men's light roadster chain.....	50.00
E—8—Women's light roadster chain.....	50.00
G—7—Men's cushion frame chain.....	50.00
G—8—Women's cushion frame chain.....	50.00
H—7—Men's roadster chain.....	40.00
H—8—Women's roadster chain.....	40.00
B—1904 Cleveland motor bicycle.....	225.00
Westfield Bicycles—Model W—9—Men's chain, \$30.00; Model W—10—Women's chain, \$30.00.	

TRIBUNE LINE.

Model.	List price.
96—Men's chainless.....	\$75.00
97—Women's chainless.....	75.00
96—C—Men's hygienic cushion frame chainless..	80.00
97—C—Women's hygienic cushion frame chainless	80.00
"Blue Streak" special, men's racing chain.....	60.00
952—"Blue Streak" men's light roadster cushion frame, chain.....	60.00
953—"Blue Streak" women's light roadster, cushion frame, chain.....	60.00
950—"Blue Streak" light roadster, chain (men's).	50.00
951—"Blue Streak" light roadster, chain (women's)	50.00
92—Men's cushion frame roadster, chain.....	50.00
93—Women's cushion frame roadster, chain.....	50.00
90—Men's light roadster, chain.....	40.00
91—Women's light roadster, chain.....	40.00
B—1904 Tribune motor bicycle.....	225.00
Stormer Bicycles—Model A—Men's chain, \$30.00; Model B—Women's chain, \$30.00.	
Crawford Bicycles—Model R—Men's racer, \$40.00; Model A—Men's chain, \$35.00; Model A—Women's chain, \$35.00; Model B—Men's chain, \$30.00; Model B—Women's chain, \$30.00.	
Fay Juvenile Bicycles—Model 436—26-inch boys', \$25.00; Model 437—26-inch girls', \$25.00; Model 434—24-inch boys', \$22.50; Model 435—24-inch girls', \$22.50; Model 230—20-inch boys', \$20.00; Model 231—20-inch girls', \$20.00. All with guaranteed Fay Juvenile tires.	

Railroad Rates to be Reduced.

Favorable action has been taken by the Railroad Classification Committee on the joint request by the principal bicycle manufacturers, praying for a revision of the present freight rates east of the Mississippi River. It was brought to the attention of the powers that be, that the present rate was established several years ago, when the price of bicycles was several times greater than now obtains, and consequently was excessive and a hardship to manufacturers. There is no complaint about the rate West, as most of the shipping in that section is done in carload lots, and for which there is a flat rate of \$2.40 to any point west of the Mississippi. While no formal notice has yet been promulgated, the knowledge that it is to come will be welcomed by the trade.

Will Make More Than Spokes.

The Standard Spoke and Nipple Company, Torrington, Conn., is adding to its productions. The Sager toeclip, which, in improved form, they will hereafter make and market, is one of their acquisitions.

WANTS ONLY \$100,000

Manhattan Storage Co. Finds its "Fame" Damaged—Goes to Court for Repairs.

David Grinsberg and Adolph Morris, who comprise the Manhattan Storage Co., which is a firm, not a corporation, have finally decided that their reputations and credit are not what they used to be. If, however, they can secure the small sum of \$100,000 from the Goodman Co., publishers of the Motor World and of the Bicycling World, they believe it will prove sufficient to restore the original lustre acquired by dint of hard labor in Pennsylvania.

These facts, or beliefs, developed yesterday, when Grinsberg and Morris served papers on the Goodman Co. in a suit for \$100,000 for injuries to their "reputation and the good name and credit of their firm."

The suit grows out of the publication in the Motor World of August 27 last of a story of visits paid by two of its reporters to the Manhattan Storage Co.'s "automobile annex" in this city. The visits were induced by the publication in New York daily papers of the firm's "ad." offering second hand Rambler cars for \$250, which were alleged to have cost \$1,000 and \$1,400, when, as a matter of fact, the Rambler makers never have produced a car listing at more than \$750. The reporters' visits developed a deal of other interesting information, which was faithfully recorded. Grinsberg and Morris, however, allege that the object of the article was "to brand the plaintiffs as persons who were dishonest in their business dealing"; that the statements are false, and "that by reason of said publication many firms, persons and corporations cancelled contracts already made with plaintiffs," and that "divers persons who theretofore sold plaintiffs goods on credit refused to deliver any goods until paid for, all to the plaintiffs' damage in the sum of \$100,000."

The Manhattan Storage Co. is, of course, the price cutting house which figures in the cycle trade, and the same whose methods the Bicycling World laid bare some two years since.

COPELAND WINS AGAIN

Patent Office Once More Rules Against Robinson, Awarding Priority to Pope Man.

James S. Copeland has scored once more in the coaster brake fight that has so long and so stubbornly been waged in the Patent Office, Commissioned Allen last week handing down his decision in what is officially entitled Interference No. 21,679, Robinson vs. Copeland, the applications involved being William Robinson's No. 65,913, of June 25, 1901, and Copeland's No. 679,185, of April 29, 1898. The decision awards priority to Copeland, who stands for the Pope Manufacturing Company, and who was represented by Jenkins & Barker, of Hartford. It is the third favorable ruling they have obtained in the case, the Examiner of Interferences and the Board of Examiners-in-Chief having previously rendered judgments for Copeland. The Patent Commissioner himself having upheld these decisions, Robinson can appeal only to the Court of Appeals of the District of Columbia, but as that tribunal rarely has reversed three concurring decisions of lower courts, Copeland's victory seem insured.

Commissioner Allen's decision, which is of no small interest to the coaster brake trade, is as follows:

This is an appeal by Robinson from a decision of the examiners in chief affirming the decision of the examiner of interferences awarding priority of invention to Copeland as to counts 1 to 16, inclusive, of this interference.

The counts have been divided into two groups, namely, counts 1, 2, 3, 6, 8, 9, 10, 11, 12 and 13, which include as an element "means for applying a brake" to the brake drum, and counts 4, 5, 7, 14, 15 and 16, which limit the braking means both as to its position with respect to the other elements, and also as to its construction.

Of the first group, claims 1 and 13 are examples, and it is only necessary to repeat them here. Counts 1 and 13 are as follows:

"1. A coasting hub consisting, essentially, of a supporting shaft, a driving or gear sleeve rotatably supported at a plurality of points thereon, an outer or wheel hub rotatably mounted on said gear sleeve and provided with a brake drum, means co-operating with said brake drum to apply a brake thereto, and means for automatically clutching together said gear sleeve and outer hub for driving the wheel and unclutching the same for coasting."

"13. In a cycle, the combination with the rear axle of an inner sleeve adapted to rotate thereon and to which power is applied, an outer sleeve provided with a braking drum and having spoke connections, both of said sleeves being continuous from end to end of the hub, independent bearing for said sleeves, a clutch intermediate said sleeves,

and means for applying a brake to said braking drum."

The second group is composed of the following counts:

"4. A coasting hub consisting essentially of a supporting shaft, a driving gear sleeve rotatably mounted thereon and provided at one end with a driver, an outer or wheel hub rotatably mounted on said gear sleeve and provided with a brake drum located at the opposite end of the hub from the driver, a clutch pawl located outside of said gear sleeve and in suitable relation to said brake drum to co-operate therewith in braking, and means for automatically clutching together and unclutching said gear sleeve and outer hub."

"5. A coasting hub consisting essentially of a supporting shaft, a driving or gear sleeve rotatably mounted thereon and provided at one end with a driver, an outer or wheel hub bearing rotatably on said gear sleeve and provided with a brake drum located at the opposite end of the hub from the driver, a clutch pawl located outside of said gear sleeve and within the lines of said brake drum and in suitable relation thereto to co-operate therewith in braking, and means for automatically clutching said gear sleeve and outer hub."

"7. A coasting hub consisting essentially of a supporting shaft, a driving or gear sleeve rotatably mounted thereon and provided at one end with a driver, an outer or wheel hub supported rotatably on said gear sleeve and provided with a brake drum located outside of said gear sleeve and in suitable relation to said brake drum to co-operate therewith in braking, and means for automatically clutching together and unclutching said gear sleeve and outer hub."

"14. The combination with a wheel hub of a brake mechanism located at one end of the hub and a driver located at the opposite end of said hub, a sleeve connected with the driver and projected within the hub and arranged to bear at more than one point on the supporting shaft, and clutch devices for connecting the driver and sleeve with the hub for driving the wheel, or with the brake mechanism to apply the brake."

"15. In a bicycle, the combination with a supporting axle and a wheel hub, of a driver provided with a connected sleeve mounted upon the axle and projected within the hub, said sleeve being supported at a plurality of locations on said supporting axle, a brake mechanism comprising a brake actuator, and clutch devices for connecting the driver sleeve with the hub or the brake actuator."

"16. In a bicycle, the combination with a supporting axle and a wheel hub, of a driver located at one end of the hub and a brake mechanism located at the opposite end of the hub, a sleeve connected to the driver and projected laterally within the hub, said sleeve bearing at a plurality of points on said supporting axle, and a clutch connection between the said sleeve and the brake mechanism."

Copeland filed his application April 29, 1898, which is his date of constructive reduction to practice, and, as held by the examiners in chief, he has established a conception of the invention defined in all the counts as early as January 1, 1898.

Robinson alleges in his preliminary statement that he conceived the invention "on or about the second day of October, 1897," and that he made a drawing of the invention on or about October 21 and 24, 1897." He then alleges that between August 17, 1897, and December 8, 1897, he made drawings, filed

(Continued on page 150.)

FINDING COLD COMFORT

Seceders From N.C.T.A. are Having Their Troubles—More About "Detroit Plan."

The five New York jobbers who resigned from the National Cycle Trade Association because of objection to the "Detroit plan," which seeks to maintain prices and prevent trade demoralization, are not finding such smooth sailing as they anticipated.

The resigned apparently believing that they would have no trouble in obtaining whatever goods they desired. As one of them expressed it: "Manufacturers are in business to dispose of their product, and I'll wager that we will have little trouble in purchasing whatever we wish to purchase." Despite this opinion the manufacturers who subscribed to the "Detroit plan" have made plain that they have some regard for the agreement into which they entered, and so far as known the seceders have had their orders refused in every instance, despite several subterfuges that have been resorted to. One of the quintette is even known to have shown signs of repentance and to have remarked that he had not thoroughly understood matters at the time of his resignation. There are those however, who are disposed to doubt the sincerity of such professions.

Another of the seceders was recently in the West seeking to recruit his cause, but from all accounts his reception was marrow-chilling. According to the story from Chicago, the individual approached no less than George T. Robie, first vice-president of the N. C. A. T., and sought to have him repudiate the "Detroit plan." As the story goes, Mr. Robie in vigorous language showed his visitor the door and ordered him out, adding that if he made any changes in his (Robie's) contracts, it would be in the form of an addition invaliding any order he might give if goods were sold to the notorious house of which his caller is the head.

The report that small wares, such as nuts and bolts, were covered by the "Detroit plan," an officer of the N. C. T. A. explains is without substance. He states that there was no intention of including such goods of minor importance in the agreement. It is designed to apply only to leading lines, patented articles and trade-marked sundries. This official stated also that there was no truth in the rumor that dealers' prices were to be published. The system of price lists and discount sheets will be continued as usual.

The officer in question stated further that many manufacturers welcomed the "Detroit plan" because they realized when the prices of their goods were cut to such an extent as to leave no profit for the dealers selling them, the inevitable result was that their goods were dropped or side tracked in favor of something else that paid them more money. He instanced several bell makers who, he said, had told him that as the result of the cutting of prices on their goods jobbers had been induced to take up and push the sale of horns.

REORGANIZATION HALTED

Preference Shareholders of the Canada's Big Co. Interpose an Injunction.

The annual meeting of the shareholders of the Canada Cycle and Motor Company was called to be held in Toronto on Thursday, October 29. When those concerned gathered at the offices of the company they found that there was no business before them. An injunction granted by the courts prevented action upon a plan for the reorganization of the company, and as this plan was incorporated in the annual report, the later document was not submitted for consideration.

Under the circumstances there was nothing to do but adjourn, and accordingly an adjournment was made for six weeks. In that interval of time, the directors hope, the legal difficulties in the way of reorganization will have been obviated. The proceedings lasted only about ten minutes. There was a large attendance of shareholders, and J. W. Flavelle was chairman of the meeting.

The proposal involved in the reorganization plan is that the \$3,000,000 of common stock of the company be cancelled and that the par value of the \$3,000,000 of preferred stock be reduced from \$100 to \$20 per share. In other words, instead of having a capital of common and preferred stock, amounting to a total of \$6,000,000, the company would have, under the proposed reorganization, a capital of \$600,000, of which \$100,000 is to remain in the treasury. This proposition was to have been submitted in the form of a by-law No. 7, from the directors, for the shareholders to ratify.

The application for the injunction was made by William Laidlaw, K. C., acting for Margaret Cargill, Wellington D. Cargill, David Wheelihan and William Trimble, executors of the estate of Henry Cargill, on behalf of themselves and all other preference shareholders of the Canada Cycle and Motor Company, and was directed against Hon. George A. Cox, Hon. Lyman Jones, J. W. Flavelle, E. L. Gould, E. R. Thomas, E. B. Ryckman, Warren Y. Soper and Susie M. D. Massey, C. D. Massey and John H. Housen, executors of W. E. Massey, and the Canada Cycle and Motor Company.

Justice Ferguson, after hearing read the affidavits of Wellington D. Cargill, David Wheelihan and William Laidlaw, filed in support of the application, and the counsel for the plaintiff undertaking to abide by any order which the court may hereafter make as to damages in case the court is of opinion that the Canada Cycle and Motor Company has sustained any damages by reason of the order, which the plaintiffs ought to pay, ordered that the Canada Cycle and Motor Company, its officers, servants and agents be restrained from submitting by-law No. 7, providing for the reduction of the capital stock of the company to \$600,000,

to its shareholders for confirmation, and from taking a vote in respect thereof, or in any way acting thereon till Thursday, November 5, and until a motion there to be made to continue the injunction should have been disposed of.

At the meeting of the shareholders Mr. Flavelle briefly explained the situation and told those present that there was really nothing for them to do. In reply to a shareholder's inquiry, he said that if the reorganization, as proposed, was carried out, it was expected that the previous litigation would be withdrawn.

Van Wagoner Joins Kirk-Snell.

William Van Wagoner, formerly superintendent of the Barnes Cycle Company, of Syracuse, N. Y., and later manager of the Century Motor Vehicle Company, of the same city, has gone with the Kirk-Snell Companies, Toledo, in the capacity of superintendent. Since the consolidation of the two companies, there has been a good deal of shifting about—E. P. Breckinridge becoming manager of works, Ezra E. Kirk continuing as sales manager of the automobile department, the name-plate bicycle business and the stove trimmings department, while J. R. B. Ransom in addition to his general duties will direct the sales of obbing bicycles, Hussey bars and drop forging.

Surre's Most Successful Trip.

W. J. Surre, assistant secretary of the Corbin Screw Corporation, returned last week from his annual visit to the Western and Pacific Coast States. He says it was the most successful trip he ever has enjoyed. Reports of the continued splendid behavior of the Corbin coaster brake had preceded him, and everywhere he went he met with a hearty reception and booked substantial orders. Jobbers, who a year ago turned a deaf ear to him, were not only ready to listen, but were anxious to meet the Corbin "ambassador" more than half way.

Where There is no Pessimism.

"What's the matter with the people in the East?" asks C. M. Christoffer, a San Francisco dealer, in renewing his subscription to the *Bicycling World*. "They seem always to be complaining of poor business, cycling dying out, etc. It would have done your hearts good to have been here yesterday (Sunday, October 25) and seen about 2,500 riders parading up and down the bicycle road in our beautiful Golden Gate Park. And we do that all the year around."

The Retail Record.

Laconia, N. H.—William J. Blais & Co.; fire.

Waltham, Mass.—A. L. Hill; discontinuing business.

Middletown, Conn.—Caulkins & Post Co.; closing out.

Wawrence, Mass.—A. H. Higgins; succeeds Edward Mosher.

Whitney's Point, N. Y.—S. Rittenburg; bought out E. R. Pease.

St. Louis, Mo.—South Side Cycle Co.; removed to 2411 South Broadway.

TRANSFERS OF TRADEMARKS

Washington Authorities Rule That to be Valid Business Must go With Transfer.

By reason of a recent decision of the Commissioner of Patents, wherein interference proceedings in connection with the registration of a trade-mark were annulled, attention has again been called to the fact that a trade-mark right cannot be transferred as an abstract right. It cannot be sold apart from the article upon which it is used, the reason being that such a transfer would be productive of fraud upon the public.

Covering this point, the United States Supreme Court has also ruled that as distinct property, separate from the article created by the original producer or manufacturer, a trade-mark may not be the subject of sale. But when any trade-mark is affixed to articles manufactured at a particular establishment and acquires a special reputation in connection with the place of manufacture, and that establishment is transferred either by contract or operation of law to others, the right to the use of a trade-mark may be lawfully transferred with it. Its subsequent use by the person to whom the establishment is transferred is considered as only indicating that the goods to which it is affixed are manufactured at the same place and are of the same character as those to which the mark was attached by its original designer.

It is held by the Commissioner that where a party claims the right to trade-mark registration by assignment from the owner of the trade-mark, yet should that assignment not purport to transfer the business as well, then the applicant is not the owner and is not entitled to registration, as a trade-mark cannot be transferred without a transfer of the business.

Canadian Patent Law Amended.

An alteration has been introduced in the Canadian patent law, and will come into force at the beginning of the year, which will have the effect of rendering Canadian patents distinctly more valuable to inventors. Hitherto a Canadian patent has expired with the earliest foreign patent for the same invention, so that if an inventor has taken out a patent, say in the United States, and has subsequently applied in Canada for a patent for the same invention, and owing to any cause has allowed his American patent to lapse, his Canadian patent would lapse also. This will now no longer be the case. His Canadian patent will have a life of its own, and he will be able to maintain it in force even if he abandons all the others.

3-in-One to Go Higher.

The price of "3-in-one" oil is due to advance December 1. Its makers, the G. W. Cole Co., have given notice to that effect. The increase will, however, apply only to the large sized bottles.

You will find our 1904
proposition interesting.

Nationals are always
good and always sold at
a fair price.

Do you want to see our
traveller?

Address Sales Dept., NATIONAL CYCLE MFG. CO., Bay City, Mich., U. S. A.

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IF YOU HAVE NOT USED

FISK TIRES

TURN OVER A NEW LEAF.

OUR 1904 LINE OF TIRES IS MORE ATTRACTIVE THAN EVER.

GET IN LINE QUICK.

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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, NOVEMBER 7, 1903.

Illustrating the Bicycle's Excellence.

It is a noteworthy fact that the subject of loss or waste of power in transmission has never cut very much figure as far as the bicycle is concerned. This is the more remarkable in view of the acknowledged enormous loss in many forms of machinery, and, in particular, in the gasoline automobile. Competent authorities place it in the case of the later as high as 50 and 60 per cent.—a figure that would be almost incredible were it not demonstrably accurate.

If we turn to the bicycle, we find no such loss as this. It is true that for some years after the chain driven safety bicycle came into vogue it was accused of being wasteful of power. The very principle of a chain drive was attacked, and it was pointed out that it was rarely employed in any form of machinery, belt and spur and worm gears being given the preference. But the critics of the chain had nothing to offer as a substitute, and in the course of time, as both the chain and the sprocket wheels were im-

proved, the complaints ceased to be levelled against this method of transmission.

It was much the same with bevel gear drive. We are all familiar with the "conveying power around a corner" criticism—how an appreciable quantity of the power was lost, so much so that this method was even more wasteful than the chain. We have seen that contention fall flat, and bevel gears—as cut by modern methods—take its place as an efficient and economical gear.

Those of us who can recall the old high bicycle, with its entire absence of gearing—the cranks transmitting the power direct to the driving wheel—have a very lively recollection of the frictionless qualities of that method of transmission. The impulse of the foot was transmitted almost instantaneously, the machine seeming to jump under the impulse. But this was due in a considerable measure to the fact that the machine was "geared level" as the stock phrase was, and required much less power to drive than a modern safety. To illustrate this, it would only be necessary to gear one of the latter down to 52 inch or 54 inch and see how it would jump under the impulse of the foot. An immense difference would unquestionably be observed.

We do not, of course, assert that power can be transmitted through gearing without loss. There must be loss, and the more complex the gearing the greater the loss will be. The transmission devices of a gasoline automobile are infinitely more intricate than those of a bicycle. The reductions necessary in order to gear down, and the presence of the differential make this self-evident. The fact that a pedal driven tricycle ran much harder than a bicycle has always been recognized and admitted; and it holds true of both these machines when they come to be motor driven. But even then the difference is not as great as that between a motor chain driven bicycle and an automobile.

It is probable that the same process of refinement which has brought bicycle gearing to its present state of perfection will eventually do as much for the automobile. In the meanwhile it serves to illustrate anew the high degree of excellence attained in the bicycle of the present day.

End of the Season Work.

The dealer who takes advantage of the winter dullness to overhaul his repair shop and put it in order to handle the spring and summer rush expeditiously, is making the

most of his opportunities. Some dealers do this. A great many do not. The latter assign various reasons for their inactivity, chief among them being the undesirability, or even the impossibility, of making the expenditures necessitated by the work of renovation. In some cases this is not a reason but an excuse, and a poor one. In others, it has a foundation of truth, but is carried much farther than is necessary.

A considerable expenditure of money is necessitated if a shop is to be put in order to handle work as it should be handled. It is, therefore, out of the question for many tradesmen to do this. They must content themselves with minor improvements—such as do not call for the outlay of money during the dull season. It is just here that they make their great mistake. Because they can't do everything they would like to do they sit down and do nothing, when they could very easily set to work and by the exercise of a little ingenuity contrive ways of making a number of much needed reforms.

Each season reveals the need of these. It makes no difference how carefully the matter is planned, with what ingenuity the shop is arranged with direct reference to past experience, there is just enough change in the prevailing conditions to make it advisable to re-arrange things for next year. There is a continual shifting going on. One year there may be a great run on fitting coaster brakes to old machines, and an entire section of the shop be devoted to this class of work. The next year coaster brakes may slump, owing to most riders having adopted them. Old riders may come in, with machines dragged out of cellars and garrets to be overhauled or refinished, so they may be ridden again. This also requires a readjustment in the shop. And so it goes on, each season bringing its unexpected changes.

These cannot always be foreseen and provided for, although a shop that is in apple pie order can be changed over and adapted much quicker than one run on a slipshod system.

Again, the end of a season always finds a shop in a rundown condition. There are tools dull, worn out or broken; appliances that have become antiquated and inadequate to the present class of work; machines worn and in need of new parts; the stock of fixtures and parts depleted or run out entirely; the brazing furnace may need to be torn out and rebuilt in an improved form; the

racks and compartments for the storage of tubing, rims, tires and similar parts need re-arrangement; and so on, all the way down the list.

Such things as these require much time and very little money; and as the average dealer has plenty of the former and little of the latter they dovetail very nicely. An occupation for the long closed season is provided—one that will keep both brain and body busy and yield rich returns when the season opens. The tradesman who jumps in and works with a will along this line does something to deserve success. As for his competitor who does nothing but talk, and who is found entirely unprepared when the season opens, there is not much use wasting sympathy on him.

Use the Bridge Paths!

The suggestion put forth in another place for a demonstration by wheelmen in connection with the opening of the new Williamsburgh Bridge across the East River is one that should be taken seriously in mind by cyclists and acted upon with judgment and discretion.

The impression that wheeling has gone out of fashion is so strong in the minds of public officials that it has created a belief that there is not enough wheeling done to make it worth while paying attention to the needs and even the obvious rights of cyclists. This condition of things is due largely to the cyclists themselves. They do not "hang together" and make the impressive showing collectively that they did in the days when enthusiasm was stronger because the sport was newer.

It is because of this that public officials in the great city are beginning to slight the cyclists and their needs.

For these reasons this is addressed to the grand army of individual cyclists in Greater New York. Whether club members or not, it behooves them all to act concertedly at times in order to impress city officials with the fact that they exist. The opening of the new bridge across the East River, on which there are cycle paths, will be an occasion when a display of individual riders in members will be of incalculable benefit.

Let the cycle paths hold an informal reception, and let every one attend. The benefit to the cause of cycling and to all riders will be great. A showing in large number on that day will do much to check the tendency toward encroachment on the rights and privileges that cyclists now enjoy.

REGULARITY WAS RAGGED

Motorcycle Innovation Affected by Unusual Circumstances—Ten Men Earn Medals.

Nine men qualified for medals in the 100-miles "Regularity Run" conducted by the New York Motorcycle Club on Election Day, 3d inst, which did not, however, pan out exactly as had been planned.

As its title indicates, the object of the event was to test the ability of a body of riders to maintain an even pace and remain within reasonable distance of the leader of the run. To insure even performances, five halts were to be called suddenly and at points known only to the officers. Each halt was to have been of five minutes' duration, and any straggler who failed to report within that time would be penalized a number of points equal to the number of miles completed since the previous stop. Under the conditions, 100 points naturally was a perfect score, but as the event was an innovation, the rules granted medals to all participants who secured 70 points or better.

The road officers of the promoting club, Captain D. D. Miller, and Lieutenant M. E. Toepel, were to have officered the run. The stopping places selected were known only to them, and to properly gauge the speed they had made up a schedule for their own information, based on a 15-mile pace. As fate would have it, however, neither Miller nor Toepel were able to start. The former sprained a wrist the day before, and Toepel, after fixing several punctures, discovered several more at the starting point, and was thus put hors du combat. It necessitated that other men conduct the run, and the choice fell on A. J. Bendix and J. F. McLoughlin, two of the club's most reliable riders. Not only were they instructed as to the secret stopping points, but the private schedule was also entrusted to them. They remembered the stopping places all right, but they apparently forgot all about the schedule, at least, until they came to a halt. The pace was considerably better than 15 miles per hour, and when the halts were made, instead of waiting for but five minutes, the leaders to keep faith with the schedule usually waited ten, fifteen or twenty minutes, making it possible for any straggler not in distress to catch up and obtain the full measure of points. The real purpose of the run was thus only partly served.

The route was from the N. Y. M. C. C. rooms, 1904 Broadway, to Norwalk, Conn., via New Rochelle, Port Chester, Greenwich and Stamford and return over the same course, which has hills enough and a sufficient variety of surface to please the average man.

There were twenty-two entries, of which seventeen put in an appearance. The start-

ers and the motor bicycles they rode were as follows: J. F. McLoughlin, $2\frac{1}{4}$ hp. Tribune; A. J. Bendix, 3 hp. Orient; M. Byck, $1\frac{1}{4}$ hp. Indian; J. J. Rogers, $1\frac{1}{4}$ hp. Indian; A. P. Palmer, 3 hp. Orient; R. G. Betts, $2\frac{1}{4}$ hp. Merkel; Will R. Pitman, $1\frac{1}{4}$ hp. Hafelfinger; George C. Andes, 2 hp. Auto-Bi; C. S. Mankowski, $2\frac{1}{4}$ hp. Wagner; Harry Connor, $1\frac{1}{4}$ hp. Indian; Robert Polhemus, $1\frac{1}{4}$ hp. Indian; Edward Malloy, 3 hp. Orient; E. Gerdreaux, $1\frac{1}{4}$ hp. Clement; George P. Jenkins, 3 hp. Marsh; F. W. Horenburger, 3 hp. Marsh. The two machines last mentioned were fitted with extra seats, and each carried an extra passenger. The extra weight contributed to the tire troubles they sustained.

Thirteen of the seventeen starters reached the turning point at Norwalk, where dinner was had. Perdreaux, Betts, Malloy and Horenburger were the four who fell by the wayside; the latter two sustained bad punctures, while three of Betts's battery wires broke. After near two hours' delay, and although hopelessly out of it, he restarted and made the run to Stamford and return. Toepel also repaired and made the trip to Greenwich and return. Pedreaux was lost some where en route. Of the fourteen who left Norwalk, those who completed the entire course and the points they scored were as follows:

H. P. Connor.....	100
M. Byck	100
C. Mankowski	100
Will R. Pitman.....	100
J. F. McLoughlin.....	100
A. J. Bendix.....	100
R. Polhemus	80
Edmund Goodwin	80
J. J. Rogers.....	70
A. P. Palmer.....	66
George Andes	46
G. P. Jenkins.....	19

Of these, all save Andes, Jenkins and Palmer earned medals.

The number of punctures sustained during the day was unusual. The road was loose in many places and newly installed in others, which played mischief with the tires. Rogers, who shared the pacemaking for a while, was put out of running by a puncture, and barely squeezed into the medal winning class.

Outside of Norwalk, the riders were met by a detachment of the embryo Bridgeport Motorcycle Club—William Stiff, G. W. Hall, L. P. Welfley, H. D. Gates and Henry Alingham—who guided them into town.

Bicycles Collected Election Returns.

In order to expedite the collection of election returns in Buffalo, N. Y., riders of the Rambler Bicycle Club were posted at the 108 voting places in that city when the polls closed, ready to speed to the City and County Hall with the reports as soon as they were completed. These reports were unofficial, of course, and were for the use of newspaper men and others through whom the waiting public received the news of results as early and as rapidly as it could be obtained. For this special occasion the bicyclists were permitted to scorch as fast as they pleased.

INGENIOUS REPAIRMEN

How Old Timers Were Called on to Tax Their Wits and did so.

"Looking back a dozen years or more, and recalling some of the makeshifts of those days, makes me wonder how we ever got along as well as we did," said an old dealer whom the *Bicycling World* man found with some spare time on his hands. "It would make some of the present-day tradesmen open their eyes in astonishment.

"The repair shop was the place where we had to resort to the greatest expedients. Why, I remember when we bought the bulk of our spokes in blank and threaded them ourselves. We had a spoke bin, which was divided into about a dozen compartments. These were filled with direct and tangent spokes of various gauges. There was a box of Card's dies and taps, and with this we cut the thread that was needed. In this way we got spokes for about a couple of cents a piece, whereas we had to pay five to ten cents for the ones we got from the makers. And I can go back still farther, and recall when we bought wire in rolls and make spokes out of them. The wire cost almost nothing, but it was a lot of trouble to straighten it out, and we had trouble in getting wire that was properly annealed. So we gave that up after a while, and confined ourselves to the blank spokes.

"It was the same way with lots of other things. There were pedal rubbers, for example. We used to buy the rubber in strips yards long and cut them off as we wanted them. Solid rubber tires, too; we bought them by the pound, and had stacks of them in all sizes. We used to make our own cement for fastening tires to rims. As to rims, we nearly always spliced them, shaping a piece of steel, riveting it and then brazing it to the rim in a smith fire.

"We sold a great many English machines in those days, and it was not always easy to get repair parts promptly; besides they cost a lot of money. As a consequence we made a great many of the small parts.

"There was one time when we had a great call for cranks. We used to forge them out of bar stock in the smith fire and then drill them and turn them up on the lathe. It was a slow process, and I thought it over and came to the conclusion that we could do better. So when winter came and we were slack in the shop, I arranged with my foreman to take a trip to a big shop in a neighboring town where he had formerly worked and forge a lot of cranks.

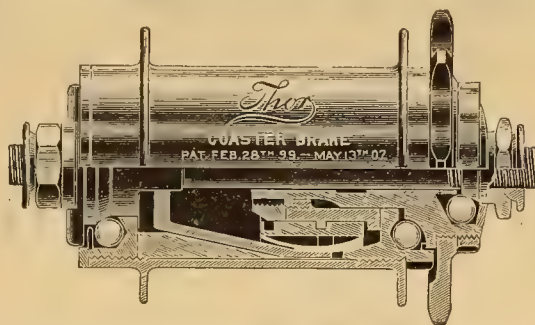
"We got on our machines, having previously written and arranged the matter, and rode to this town. The foreman of the shop kindly turned a steam hammer over to us, and with it we rough forged about fifty cranks. We paid for the use of the hammer and had the cranks shipped down to

us. Then through the winter we drilled and turned these cranks, making some of them for Swifts, some for Premiers and some for Quadrants, these being the English machines that we handled and for which we had regular demands for cranks. When spring came, instead of having to fit each crank separately we had them ready to thread, nickel and put on. And before the season was over they were all gone and we regretted that we had not made more of them."

The Thor Coaster Brake.

Higher praise of a product can scarcely be given than is expressed by the statement that it bears the name Thor. The Aurora (Ill.) Automatic Machine Company have made a reputation for the various fittings sold under this name, which insures prompt recognition by the trade for any addition that may be made to the line. Consequently the Thor coaster brake has already won its way among devices of this character.

Simplicity and reliability have been aimed at in its construction, and experience has al-



ready demonstrated that the effort was successful. Balls, roller clutches and pawls have been ignored, the trouble they have given being deemed sufficient reason for this. Instead, the device is constructed on the worm and wedge principle.

As will be seen by reference to the cut, the sprocket operates through a driving sleeve and is practically solid with the worm screw. In pedalling forward the worm sleeve is drawn into the taper of the ball cup, making a perfectly non-slipping clutch. In coasting the worm sleeve is automatically released and carries the brake cone, while the hub shell runs free on its two bearings.

In applying the brake by back pedalling, the worm sleeve is pressed against the brake cone, which in its turn applies the pressure against the brake shoe. The left ball cone, being held stationary by a lever, prevents the brake cone from revolving.

The flat springs and blocks, well protected and with very small action held very securely in the worm sleeve, makes the action of driving forward, coasting and braking absolutely positive and instantaneous.

The ball retainer rings also acts as dust protectors and will confine the oil within the hub.

A feature of great importance is the reversible sprocket wheel, which gives a chain line of either $1\frac{1}{2}$ inches or $1\frac{3}{8}$ inches, depending upon the side turned out. The self-adjusting ball socket washers take up any inaccuracy in the frame, and at the same time relieves the bearings of all strains.

THE SOLDERING IRON

Not now Much Used but Once Played big Parts in Repair Shops.

"I wonder whether the soldering iron is as much used as it was some years ago? In those days no well equipped repair shop or factory was without one, and it was never allowed to become rusty from disuse." The speaker was a man formerly in the trade, who still likes to drop in the *Bicycling World* office occasionally to chat about the days of "auld lang syne."

"The memory is still distinct of the first time I was ever brought face to face with the evidence of its work done at a factory," he continued. "A customer had brought in a machine to have it re-enamelled. We put a boy to work scraping the old enamel off, and in a little while he made a discovery. He called the attention of the men in the shop to it, and they, in turn, showed it to me. It seems that in scraping the top frame tube the boy's knife struck something soft. Investigating, he found that it was soft solder. Of course it didn't belong there, so under the foreman's instructions, he scraped it away. This exposed a big kink in the tube, irregular in shape, about an inch and a half in length and more than one-quarter of an inch deep. In all probability the frame had fallen or been knocked over when ready for enamelling and this dent made. Instead of sending it back to the frame room to have a new tube put in, as should have been done, the indentation was filled with solder, filed and sandpapered over, and then enamelled and sent out. And the most surprising thing was that it had never given way and let the rider down at some critical time. We showed it to him, and suggested putting in a new tube; but he replied that he guessed that wasn't necessary, as it had held up so long, and he had us fill the hole up again and enamel over it.

"I don't think we ever struck anything quite so bad as that, but we came across plenty of instances where places had been soldered as in this case.

"You see, tubing kinks easily, and makers hate to throw it away. Suppose a handlebar does this—has a wavy place on the inside of a curve—it's a great deal cheaper to fill the place in with solder than to put in a new bar; and sometimes it's just as good. Or a row of frames are standing in the enamelling room, and a clumsy workman touches one and brings the whole row down. That means work for the soldering arm.

"It was much the same way in the shop. We got the soldering habit and it grew on us. Riders encouraged it, for when they brought in a disabled machine and we recommended that a new forkside or frame tube be put in, the owner would override us and tell us to go ahead and solder it.

"With the improved processes now in use, I suppose this practice has pretty well gone out of fashion. But I dare say you can come across it occasionally, even now."

Ask any unprejudiced buyer
about

HARTFORD TIRES

and we'll abide by the result.

Hartford Bicycle and Motorcycle Tires are standard in every city, town and village. Intrinsic worth has made them so. Their quality is unvarying. Always the best, they represent the highest achievement of the tire-makers' art, and mark the high-grade bicycle. Specify them in your orders and be sure of the best.

HARTFORD RUBBER WORKS Co.

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CLEVELAND, O., 77 Bank Street.
DETROIT, MICH., 68 State Street.
CHICAGO, ILL., 136 East Lake Street.

MINNEAPOLIS, MINN., 117 South Sixth Street.
DENVER, COL., 1564 Broadway.
SAN FRANCISCO, CAL., 52 First Street.
ATLANTA, GA., 66 North Broad Street.

PREPARING FOR SIX DAYS'

Big Event Begins Dec. 6th and With Many Notable Riders, Kramer Included.

The time approaches for another six day cycle whirl in Madison Square Garden, and the plans are going forward for the enterprise, which seems to be now as well established as an annual event as is the horse show.

There will be the usual importation of French riders, but just who they will be is not known as yet, except in a few cases. It is known that Gougoltz, Simar and Breton, all of whom were here last year, and who did well, are coming, and also Georget, who is well known in France, but who will be new to the American public.

The foreign riders will sail from Europe next Saturday, but their names will not be cabled until a few days before they sail, for with some contracts are made at the last minute. It is hoped and expected that the Europeans will make a better showing this year than they did last December, and there is reason to expect it, for some of them, notably Breton, showed splendid ability, but had exceptionally hard luck in having their team mates quit.

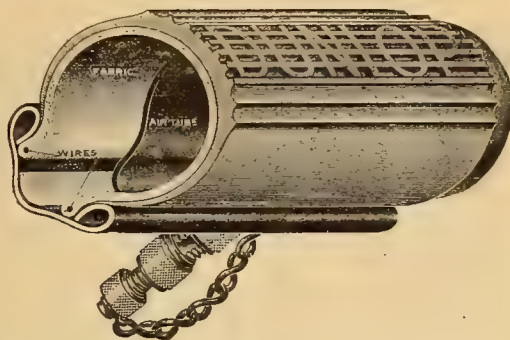
The race this year will begin at 12:05 a. m. on December 6, and end at 10:05 p. m. on December 11. The American riders who are already known to be candidates for the struggle insure a good race. Champion Frank Kramer, who had two experiences during the summer in six day races in which there were two hour sessions, afternoon and evening, has decided that he likes the game well enough to make a try for the money, and he has chosen Willet Fenn for a team mate. In all, there are twelve teams of Americans who have said they will go in, and, as at least five teams from Europe are expected, there is prospect of a bigger field of starters than ever.

George Leander, winner of last season's race, has teamed this year with "Nat" Butler. Floyd Krebs, team mate of Leander last season, is teamed with Peterson, from Chicago. Newkirk and Jacobson, the second team last season, and the Bedell brothers, known as the "\$10,000 team," will again be seen together. "Bobbie" Walthour, winner of the race in 1901, is mated with "Bennie" Munroe, who should have won the contest that year by all the chances of the game, having the race well in hand when he quit five minutes before the finish with a lap almost gained. Otto Maya, the Erie rider, has "Jimmy" Moran, the ex-amateur sprinting champion, as a mate. Dorlan, another un-paced star from the amateur ranks, is mated with E. F. Root, the young amateur whose sensational showing last season gained him a name. Frank Galvin, of Hartford, and Walter Bardgett, of Buffalo, are mated.

Achorn and Hollister, the Century Road Club Association stars, form another combination, and Franz Krebs and Barclay, one of last year's teams, form the eleventh team of Americans. "Jimmy" Bowler and Blum, the Chicago road plugger, are the team of John West.

Dunlop's Bold Innovation.

Realizing that "their tires are the subject of constant infringement, and also that their patent rights will soon expire, and relying on the quality, they wish to make their product so conspicuous that infringing tires will at once be recognized by the consumer," are the reasons advanced by the English Dunlop Tire Co. for the institution of the innovation here shown—that of conspicuously moulding their name on the tread of the tire—the words "The Dunlop Tire" appearing several times on the circumference of the outer cover.



The innovation has been received with mixed favor, there being those who hold that it will injure the big company's business—that many riders will refuse to convert their bicycles into travelling advertising mediums for any manufacturer.

Want Dyer for President.

As the time for the annual election of the Century Road Club of America approaches, the sentiment in favor of P. A. Dyer for president becomes overwhelmingly strong. Mr. Dyer has been the foremost man in holding together the original national body of road riders, and his loyalty to the cause has surpassed all ordinary records of devotion. His time, his talents and his private purse have been unselfishly thrown into the balance to offset the defection caused by the secession of the Century Road Club Association members, and to build up the organization. His sacrifices have been rewarded by a growth in strength and activity that is highly creditable to the body and the officers, and in the political sense Mr. Dyer is the "logical candidate" for the presidency. His popularity in the organization is such that his election would be unopposed and practically unanimous if he can be prevailed upon to accept the nomination, which is known to have been offered to him.

An English cyclist advocates the abolition of the switch handle as an unnecessary fitting when an exhaust valve lifted is fitted. He also contends that control by exhaust valve lifter is superior to control by throttle.

BIG BRIDGE ALMOST READY

Will be Opened Dec. 1st—How Cyclists can Show Appreciation of its Paths.

On December 1, the new Williamsburgh Bridge, with its broad cycle path on the approach and its twin wheelways alongside of the promenade over the river, will be thrown open to the public.

For years the cyclists tried to get a cycle path built over the present Brooklyn Bridge, and it was through continued strenuous efforts that it was succeeded in having the cycle paths incorporated in the plans of the new bridge.

These cycle paths on the bridge that runs from South Fifth street and Driggs avenue, Brooklyn to Allen and Delancey streets, New York, represent the first practical route, because the first that is rideable with safety and convenience, for cycling travel between the boroughs of Manhattan and Brooklyn.

It is too late in the year for any attempt to organize a parade to be successful, and beside that would necessitate a permit and a lot of fuss. As every rider sooner or later will want to inspect these new paths, it is suggested that as many as possible make a special effort to do so on the day the bridge is opened. This would impress upon the officials the fact that the paths are going to be used. As it was at one time suggested that they be converted to other uses a demonstration of the fact that they will be needed as wheelways seems quite necessary.

The terminal of the new bridge in New York and Brooklyn are conveniently located for riders going from uptown Brooklyn to uptown New York, or from uptown New York to Prospect Park and Coney Island.

The Brooklyn terminal is only one block east of Bedford avenue, and one block north of Broadway and Bedford avenue is the main cycling artery from which any point in Brooklyn or Long Island can be reached. The New York terminal, while not so handy for the downtown business district of Manhattan and the New Jersey ferries as is that of the present bridge, but it is in a district of asphalt pavements and it will be a matter of only five or six minutes more to the places named.

Bruni Sets Up a New Record.

A new world's record was made on Sunday, October 25, at the Velodrome des Parcs des Princes, Auteuil, Paris, by Bruni, who covered 100 kilometres (62 miles 243 yards) motor paced, in 1 hour 13 minutes and 18 1-5 seconds. Bruni also lowered Robl's record of 1:16:1 for 90 kilometres, doing the distance in 1:05:44 4-5. Contenet, Tommy Hall, Bonhours and Gougoltz were the other starters. At the finish Contenet was five laps behind, in second place; Hall (ten laps), third; Gougoltz (fifteen laps), fourth, and Bonhours a bad fifth.

The pacing machines were provided with small windshields.

WAKE UP NOW!

Don't be like the ground-hog, waiting until Spring is here before stirring out of your hole.

Come Out and Have a Look Now!

It won't require a very long look either to see

YALE SNELL BICYCLES

looming large on the 1904 horizon.

The wise dealer (hence, the successful one) is he who turns the "winter of his discontent" into a time of planning and deciding on next season's goods. He will plan well who plans to handle the Yale and Snell. The Yale is a natural leader. The Snell line has reliability as its keynote and is unequalled as an all-around seller.

The Yale-California Motor Bicycle

already looks like an eye-opener. Let us "reason" with you.

THE KIRK MFG. CO. Toledo, Ohio. THE SNELL CYCLE MFG. CO.

BICYCLES FOR EVERYBODY

Warehouse Fire Made Rich Pickings for Townspeople—Jones's Share of it.

Some years ago, when every able bodied machinist, along with every one else, felt in duty bound to acquire a bicycle, fortune suddenly extended the glad hand to the boys in the town where my informant was working, and placed bicycles galore at their disposal—yes, literally threw wheels at them, says a writer in the American Machinist. And this was the way of it.

A large cycle concern in the town had stored in one of their city warehouses a great number of machines. This warehouse burned one night, and a good many of the wheels, more or less damaged by fire and water, were shipped back to the factory and afterward (many of them at least) carted out to the outskirts of the town and deposited in a vacant lot or pasture, popularly known among the boys as the dump. My informant, Jones, hasn't a clear recollection as to the exact number of minutes it took the news of the dumping or scrapping of these wheels to reach the several machine shops in the place; he says, however, that after the good word was received at his shop it passed along somewhat hurriedly, at a speed, in short, that would cause the proverbial wildfire to appear even as molasses.

The men didn't discuss the prospect so very much, but each kept an eye out for 6 o'clock. Some found themselves unable to stay at work so long as that, and had to leave in advance of the crowd. Urgent business, sickness, toothache, funeral of distant relative, or any old thing that would frame up into a workable excuse and secure the desired permission to leave an hour or two before quitting time. All roads led to the country that night, and the boys all met at the dump—that is, all those that were posted, and few were not. Supper was indefinitely postponed, and without notice—cut out, in fact.

Some time later, after the kindly shades of evening were lowered, and from then on until well toward the wee, small hours, had one been watching in the vicinity, he might have detected shadowy forms drifting back into town along the railroad tracks; an indistinct shape now and then detaching itself from the straggling line, lifting itself over a neighboring board fence and disappearing in the gloom of a backyard. With bicycle frames hanging about their necks and shoulders, wheels or remnants of wheels—for wood rims were even then in vogue—dangling from both arms, handle bars and front forks stuffed down trouser legs and pockets filled with pedals, cranks, cups and cones, machinists, toolmakers and apprentices hied them homeward, and the jingling and jangling accompanying the hieing operation were somewhat akin to that which

would be created by the mixture of a sleighing party and the runaway outfit of a tin pedler. But, as Jones says, "what could we expect?" With the dissected carcasses of a half dozen or more bicycles clinging to a person, that person—even with the strongest of desires and the best of reasons to move quietly along about his business—can hardly expect his coming to be entirely unannounced.

When Jones examined his material carefully in the light of day, he decided that one of his frames, including front forks, was good enough for him; he'd fix that up and exchange the others for different parts which he could see he was likely to need in his business. Laying three bricks on the kitchen floor and placing the frame on these, he found most of the crooks and bends with little trouble and managed with sundry pieces of board to bring the frame into alignment again. The heat to which



NEW YORK BRANCH: 214-216 WEST 47TH STREET.

this particular frame had been subjected had not been sufficient to injure any of the joints, so he concluded he wouldn't remove any of the tubes in order to push out the indentations with which they were so liberally besprinkled. Some of these bruises were quite deep—but Jones had a soldering iron, and knew how to use it.

After he had thoroughly scraped off the enamel—which, of course, was pretty thoroughly baked on—and had again inspected the frame to see if it was as true as he could get it, he cleaned out all the cavities, filled them with solder and then filed the bunches down flush with the tube surface. Then, after some artistic efforts with the enamel brush, the frame and front forks were ready.

One of his saddles was sound enough for business, and he picked out a pair of handle bars that didn't seem to require much labor to put shipshape; also a decent pair of hubs with cups, cones and balls in good condition were discovered among his collection. But the remaining parts, such as cranks, front sprocket, pedals, spokes, rims, tires, etc., he found he must go into the market to secure.

Now, according to Jones, the cycle junk market was in a very peculiar condition. For instance, the man next him at the bench seemed to have secured all the chains that were good for anything, while a fellow a little further down the line had about all the pedals that were usable; one of the apprentices had created a corner in paired cranks, and would not release a couple for much less than the price of new ones. There were, however, a good many odd parts around the shop, some of the boys being long on right hand cranks, while others had an equal number of lefts, and these, of course, helped break the corner. After considerable dickering, Jones secured about everything he needed that could be obtained from his shopmates, but when it came to rims, tires and spokes there was only one way to obtain these, and that was to buy them at a supply house.

The next thing was to have the machine put together, and this gave Jones more trouble than everything that had gone before. He fixed up a deal with a local dealer, and between them they got the machine in rideable condition at last. It wasn't very pretty to look at, and it didn't run very well; nor was it proof against breakages. But it was a bicycle, and that was the main thing with Jones. He had to stand a lot of guying about it from people who knew the history of the machine, but after a while it was forgotten, and he rode the machine until it dropped to pieces, which was in no very long time.

About Motor Bicycle Construction.

The time has arrived when the entire motor bicycle must be considered as such, and notwithstanding the comparatively successful frames and fittings that have been exploited, it is clear to any one possessing advanced knowledge of the subject that there is vast room for improvement in one and all, says the Cycle Trader.

The idea of $\frac{1}{8}$ inch or even 3-16 balls to the head bearings of a 3 hp. motor bicycle is ridiculous, while single front forks of whatever gauge and dimensions may be set down as suicidal.

There is no question or shade or shadow of doubt that the manufacturer possessing the necessary plant and capital and pluck to now put on the market an entirely revised edition of the bicycle portion of the motor bicycle would quickly reap a rich harvest, provided the work and material were equal to the design.

Two-and-one-half inch tires will eventually prevail; 17-16 or $1\frac{1}{2}$ inch bottom tube will no doubt soon displace the usual $1\frac{1}{8}$ or $1\frac{1}{4}$ inch; back forks of D section will ultimately be duplicated or considerably enlarged in cross sectional area.

Spring seat pillars and spring handlebars, although very well in their way when fixed on already defective machines, will no doubt give way to the big diameter tire, which is the only correct solution of the vibration question.

SEASONS ROLL BY

and with each rolls an ever-increasing number of

~Pierce Cycles~

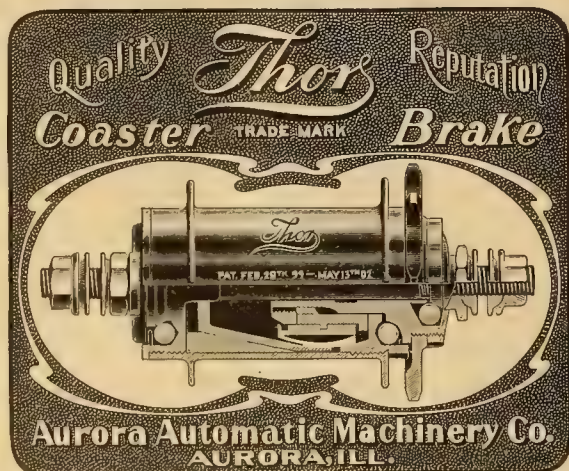
Always in the van, sheer quality has placed them there and unswerving fidelity to the highest standards of construction has kept them there.

1904 Models are Now Ready

and show up to the usual standard of Pierce excellence.

If interested in the best bicycle built, write us.

GEORGE N. PIERCE COMPANY, Buffalo, N. Y.



THE THOR COASTER BRAKE

is unequalled in any of the points
that make a PERFECT BRAKE.

REMEMBER

in buying a THOR COASTER BRAKE you secure the
VERY BEST that it is possible to provide by a company
having the FINEST EQUIPPED PLANT in the world and
With a REPUTATION FOR QUALITY second to none. . . .

AURORA AUTOMATIC MACHINERY CO., = = AURORA, ILL.

KIMBLE COMES BACK

Returns From Paris Money in Pocket and With Chip on Shoulder for Kramer.

Owen Kimble, formerly of Kentucky, late of Paris, arrived in New York on the steamship Philadelphia last Saturday, and he was feeling fine as the proverbial fiddle. He felt so chipper, indeed, that when asked what he was going to do, he said:

"I'll stop in New York for a couple of weeks, and then I'll go home to Louisville. I don't know whether I'll return for the races in Madison Square Garden or not. I would like to ride a match race with Kramer."

"If you mean that, why don't you throw out your 'defi'?"

"Certainly I mean it, and you can throw it out as a 'defi,' or any other way. I never rode faster in my life than I have been riding since last spring, and I am perfectly able to cope with Kramer. I would want to ride for something, though. I wouldn't ride for any trifling amount."

"I did splendidly in France all the while I was gone. Before I left I made up a list of my winnings and defeats, and it showed that when I met Ellegaard, Jacquelin and Taylor in finals, I beat each of them more times than I was beaten by them. Taylor did not beat me out in a single final in which I rode with him, but I beat him several times. I trained hard and kept in tip-top condition all the while I was gone. In fact, at one time I got overtrained and had to let up. I got some of the French money and held on to some of it. I think I will go over again next season. The sport is in as good shape there as ever it was and there is more money there than here."

"The manufacturers are now supporting the riders there better than they ever did, and this is largely responsible for the flourishing condition of the sport. The manufacturers there have the business sense to see that it is to their interest to support racing as the surest way to keep up public interest in cycling. One German rider, who is not a first rater and only rides half a dozen races a year, gets \$1,000 a year for riding a certain wheel. That money keeps him in the game. Indeed, it would go to pieces there if it were not for the support of the makers."

Champion Hurt in Auto Accident.

Albert Champion has had a narrow escape from being crippled for life and incapacitated from riding a bicycle again. His right leg was broken so badly in an accident during the automobile races at Brighton Beach last Saturday that at first it was feared that the limb might have to be amputated. This danger happily is now past, and Champion will be about again in six or seven weeks.

It seems passing strange that Champion should have made the great records he has

pedalling a bicycle behind pace and operating a motor bicycle, and have met with no serious trouble while driving the little two-wheelers about small tracks, and then to meet with serious injury while driving a four-wheeler around a one-mile track. Champion has a record of 55 seconds on a motor bicycle. He was going at about a 1:20 rate when hurt.

Champion was driving a 25 horsepower racer at Brighton Beach last Saturday on a very rough track when the machine swerved and bolted through the infield fence with him. Two posts and twenty feet of the lower rail were carried away, but by ducking his head Champion left the upper rail of the fence standing and saved his neck. In going through, his right thigh struck one of the posts, and he sustained a compound fracture of the thigh bone. The bone protruded through the flesh, which was horribly mangled. He was taken to the Kings County Hospital, in Brooklyn, where, on Friday, he was reported to be doing well. He hopes soon to be well enough to be moved to the Roosevelt Hospital in New York.

Cycle Races at San Antonio.

There was a big turnout at the fair grounds in San Antonio, Tex., on October 25 to witness the bicycle and automobile races held there. The bicycle had the call over its big rival and figured in seven of the ten events on the card. The races were of a character to elicit the applause of the spectators and the meet was popularly regarded as a success. The summary of bicycle events follows:

Three-quarter Mile Novice—Won by Leo Boyle; Harry Dean, second; Dick Mader, third. Time, 1:54.

One-quarter Mile, Open—Won by Ed Emerson; Albert Pytel, second; Al Jacks, third. Time, 0:35.

One-half Mile Open—Won by Ed Emerson; Albert Pytel, second; Al Jacks, third. Time, 1:18 2-5.

One Mile Handicap—Won by Dick Mader; Hal Tucker, second; Leo Boyle, third. Time, 2:32.

One-quarter Mile, for Boys Under 12 Years—Won by Perez; Cahill, second; Shaw, third. Time, 0:41.

Two-Mile Handicap—Won by H. Dean; L. J. Boyle, second; Dick Mader, third. Time, 6:14.

Bridge Paths are Safe.

No definite action has as yet been taken with regard to the installation of a moving platform on the ned Williamsburgh Bridge, and there is no reason for cyclists to feel any immediate alarm about the cycle paths being taken for the moving platforms. The secretary of the Rapid Transit Commission says that, so far as the location of the moving platforms on the bridge is concerned, the matter is now in the hands of the Bridge Commission, and there it would seem to be perfectly safe, for Commissioner Lindenthal, in his formal report, has recommended that the pair of tracks on the southern side of the bridge can be best used for the moving platform. So far as can be learned, the cycle paths are in absolutely no danger.

MOCK CUTS RECORD

Again Attacks 100-Mile Figures and Betters Them by Thirty-Six Minutas.

At last, after repeated efforts, Charles Mock has succeeded in landing the American record for one hundred miles on the road behind motor pace. He accomplished it last Sunday on the Springfield-Hicksville (Long Island) course. It was reported a week ago that Mock had broken the record Sunday before last, but this, it seems, was a mistake, he having merely lowered his own best record.

On last Sunday Mock rode the one hundred miles in four hours and forty-five seconds.

S. Goodwin held the previous record, which was four hours and thirty-seven minutes, made in 1898 on the Atlantic City Boulevard on a chain wheel behind human pace. Mock used a Columbia chainless wheel Sunday, and was paced by three motor bicycles.

The course was from Springfield to Hicksville, a distance of twelve and a half miles, and return, making a circuit of twenty-five miles, covered four times. The time for the respective circuits of twenty-five miles each was as follows: One hour and two minutes, one hour and five minutes, one hour and eight minutes, and one hour and ten minutes.

The condition of the roads was bad, and Mock's record is of additional credit on this account. His pacers were James, Woodward and Erward Ready, P. A. Dyer was starter and referee.

Gerry Wins Citizen's Cup.

Allston Gerry, of the New York Athletic Club, won on election day the Citizens' Cup, a trophy that the cycling members of that club have contended for in an annual road race for fifteen years past. The course, from the clubhouse to the junction of the Boston Post road and Pelham Bay avenue and three times around Split Rock, was thirteen miles in length. Gerry had a time allowance of 10 minutes. He covered the distance in 53:09.

Harold Warren, with 12 minutes allowed, finished second, about fifty yards behind Gerry. Durando Miller, the scratch man, finished third, and won the time prize, having covered the course in 44:13. W. R. Lawrence (7 minutes) was a poor fourth.

First of Indoor Contests.

A race won by inches was one of the closely contested events in the Grace Club games at the Eighth Regiment Armory, New York City, on October 31. It was the one bicycle event of the evening, and was a one-mile handicap. Charles Weber, of the Mohawk Athletic Club (120 yards) won the race with G. F. Perden, of the Thirteenth Regiment, only six inches behind him.

COPELAND WINS AGAIN

(Continued from page 136.)

two applications for patents, and constructed an operative machine of an invention which, it is to be noted, was not the invention of this issue, but embodied all of its mechanism, "except a single element."

His next step was to make a more elaborate drawing of "the subject matter of this interference" in August, 1899, which, however, does not avail in this proceeding, as it is one year and four months after Copeland's filing date, and consequent constructive reduction to practice. All of the remaining allegations in Robinson's preliminary statement relate to what he did subsequently to August, 1899, and therefore they are not material to this case.

In support of his allegation of conception, Robinson presents his own testimony and the testimony of one James W. Ripley, who was in 1897 "engaged by Mr. Robinson in making working drawings and Patent Office drawings of bicycle parts and attachments, including coasters and back pedalling brakes." (Ripley, Q. 6.)

Robinson's only other witness, George L. Fowler, testifies to facts which occurred long after Copeland's filing date, and such being the case, it has no direct bearing on the questions here involved.

To establish the fact of conception, Robinson introduces in evidence a rough sketch marked "Robinson's Exhibit, Robinson's Original Drawing," which he states he made in October, 1897 (Q. 8), and that he disclosed the invention therein illustrated by showing the drawing and explaining the invention of James W. Ripley during the same month. (Q. 9). As to these facts he is corroborated by Ripley. (Qs. 11 to 13.)

This original drawing shows quite clearly an axle provided with a double hub construction. It also shows what is designated by Robinson as a brake drum, but there is no other portion of the brake mechanism shown. There is a vague indication of friction balls or rollers, which Robinson states original drawing alone, without further description, it is quite clear that the invention of the issue could not be understood. Robinson has, however, introduced in evidence a blueprint of a drawing made by him September 30, 1897, and blue prints of the drawings of his application filed October 8, 1897, and November 15, 1897, which are identified by Ripley. These drawings, while they do not disclose the invention of the issue, do show that Robinson had in mind before October, 1897, the specific clutch construction of the present invention. It is therefore, as held by the examiner of interference, fairly well established by these drawings and by the testimony of Ripley, that the friction balls or rollers indicated by the reference letter g g' in his original sketch, may be taken to represent the clutch construction of the issue.

There is nothing in Robinson's testimony or in any of his exhibits, to show that he had, in October, 1897, a complete conception of the specific constructions of the brake machine called for by counts 4, 5, 7, 14, 15 and 16.

Ripley fails to corroborate Robinson as to the alleged disclosure to him of brake mechanism. He testifies as follows:

"32. Q. Did he explain what was to operate the clutch attachment?"

"A. I can't recall definitely that particular part of it. There was so much of this that I understood thoroughly from previous work that I cannot say how far at that time he found it necessary to go into details."

"190. Q. From the description of his invention which Mr. Robinson gave you in October, 1897, as you state, added to your experience regarding a back pedalling brake, would you have constructed the hub and brake mechanism as they are illustrated in the figures of the drawings in this application, No. 658,638?"

"A. I cannot say how I would have constructed that brake mechanism without further study and examination of the general construction of the wheel and its relation to the gears and crankshaft."

The other questions relating to this disclosure of the brake mechanism are grossly leading, have been objected to, and are therefore of little weight.

It is held that Robinson has successfully established a conception of the invention defined in the first group of claims as early as October 26, 1897, and that he has failed to establish a conception of the invention defined in counts 4, 5, 7, 14, 15 and 16 at any time previous to April 29, 1898, the date of Copeland's constructive reduction to practice. As to the invention defined in the second group of claims, Robinson cannot prevail.

With regard to the invention defined in the first group of counts, having established a conception of the same in October, 1897, it is incumbent upon Robinson to show diligence in reducing the invention to practice from a time just prior to Copeland's entry into the field.

Both the examiner of interferences and the examiners in chief find it well considered opinion that Robinson did in fact just what he alleges in his preliminary statement, namely, that he proceeded to perfect another and different invention from that defined by the counts of this interference. All of the counts relate to a double hub construction, and it is not found that Robinson took any steps to perfect this invention until after his opponent, Copeland, filed his application.

It is not necessary here to analyze at length the testimony relating to Robinson's alleged diligence. The conclusions of the tribunals which have already considered this case are exhaustive and they are approved.

It is only necessary to refer to one point which seems conclusive in determining whether or not Robinson was diligent.

The essence of this invention is the "double hub construction," that is, the "driving gear sleeve" mounted on the axle, in combination with the "wheel hub" supported thereby and to which it is clutched. Such a construction Robinson did not attempt to perfect until after Copeland had constructively reduced the invention to practice. Robinson practically admits as much in his testimony. He testifies:

"X-Q. 146. A peculiar feature of the idea illustrated in that Robinson Exhibit, Robinson Original Drawing, is the sleeve extending from end to end within the outer sleeve or hub proper. After October, 1897, when did you next take steps to have such a hub constructed?"

"A. The first step that I took to have the hub constructed with the inner and outer sleeve was in 1899, when I opened, or when the Pope Manufacturing Company, in July of that year, asked me for information in regard to my coasting and braking machine. My efforts in that direction followed that date until I completed arrangements, on November 1, 1899, with the American Bicycle Company, to manufacture a machine embodying such a hub."

The year 1899 is too late, as Copeland reduced this invention to practice in April, 1898. In attempted explanation of this direct admission, Robinson testifies as follows:

"354 RDQ. Please look at XQ. 146 and state what you understood that question to

refer to by the words "When did you next take steps to have such a hub constructed."

"A. I understood that question to refer to the concrete embodiment of the hub in complete manufactured mechanical operative form.

"455 RDQ. Do you mean the hub embodying the two sleeves?

(Objected to as leading.)

"A. I do; that is the hub referred to in XQ. 146.

"506 RDQ. As a matter of fact, after October, 1897, what steps did you then take with reference to perfecting the invention involved in this interference, which includes the double sleeve arrangement in the hub?

"A. During and after October, 1897, I took steps to develop the various parts, such as the driving clutch, the braking clutch and the brake, separately and individually and collectively, in the machine fitted up for me by Hamm & Co. All of these devices were essential to the proper working of the invention in interference, and I had in view during all those experiments and the tests which I made of the different devices, the purpose and intention of embodying them in a gear-driven machine as soon as I should succeed in making those devices operate successfully, and could secure available facilities for embodying the invention in concrete working form in such a machine."

The constructions which were made by Hamm & Co. do not relate directly to the invention involved in this interference. These constructions do not embody the double sleeve construction, which Robinson conceived in October, 1897. In fact, it is doubtful if the testimony submitted by Robinson relating to the making of the exhibits by Hamm & Co. is competent, even if it does relate to the invention of the issue. Robinson's testimony and his exhibits stand alone. None of the people connected with Hamm & Co. have been called to corroborate Robinson as to these exhibits. Testimony of the inventor without corroboration is incompetent to establish a reduction to practice. *Petrie vs. De Schweinitz*, 99 O. G., 1387.

The redirect testimony of Robinson merely serves to emphasize his answer to X-Q 146. He says he had reference to the "hub embodying the two sleeves" (RDQ 355), when he made his answer to X-Q 146. Such is the invention defined in the issue and it is the invention upon which he is required to show diligence. He admittedly did nothing toward reducing the invention of the issue to practice after his conception of it until Copeland had reduced it to practice. It does not appear that Robinson was unable either on account of sickness or poverty at least to file his application. He attempts to show that he was unable to find suitable mechanics to help him, but admits that Hamm & Co. were fairly satisfactory in the work which they did for him. (X-Qs 212 to 214.)

The examiners-in-chief call attention under Rule 126 to the fact that in their opinion counts 4, 5 and 7 "are of uncertain meaning." This interference was transmitted to the primary examiner to hear and determine the question, and he reports that in his opinion these claims are not uncertain in their meaning, so as to warrant a dissolution of the interference as to these counts, or to warrant their amendment. Both parties to this interference, as shown by the record, agree with the finding of the examiner. Upon consideration of these counts, it is believed that the examiner is right in his opinion that they are sufficiently definite in meaning to warrant no further amendment at this time, and his decision is approved.

The decision of the examiners-in-chief awarding priority of invention as to all the counts of the issue to Copeland is affirmed.

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There was never a bicycle bearing the name Pierce, the quality of which was not beyond question and above reproach, and we also recognized that the best interests of cycling demanded that comfort and quality go hand in hand. The chainless gear, the cushion frame, the spring fork, were all early adopted and brought to the highest degree of perfection by the Pierce Co. The superior quality and comfort of

PERSONS SADDLES

were also recognized early and made the most of. That we will use more of them than ever before is merely in line with our policy of "Comfort and Quality first; Price afterward."

The man or woman who rides a Pierce rides the best the world affords.

GEORGE N. PIERCE CO.

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When the Motor Smokes.

It is usually indicative of a bad operator when his motor smokes frequently. The fault is due to either irregular or excessive lubrication. If a motorcyclist forgets to put in a charge of oil at the required time he may not discover the omission until the engine gets very hot. Then in his zeal to make amends he very often administered an overdose. The correct thing to do is to oil regularly. If this has been neglected, then, at the very first indication of overheating, stop the machine, and give a very medium supply of oil. Wait a few minutes and let the engine cool down; or, better still, pedal the cycle for a time, so that the oil can work gently into the various parts, and, at the same time, allow the cooling process to go on. By a little care in this way unpleasant smoking may be avoided to a large extent, and thus the valves and plug will be saved from the noxious deposits which usually settle on them when an error of this kind has been made.

To Shorten a V Belt.

When it becomes necessary to shorten a belt of the V section class, it will sometimes be found that the work is not so easy as at first sight appears, because with an ordinary unch it is almost essential to find some wooden support for the belt, and this is sometimes difficult. Moreover, with all these belts it is necessary to punch the hole over one of the sopper stitches, or rivets, because it is not advisable to make another hole so close to that already existing for the stitch. The copper is rather apt to deflect the punch at the critical moment, and hence it may be found that the hole is not only not quite central, but that it slopes off to one or the other side of the belt. Anyway, in the dark it is not an easy matter to shorten a belt by the use of the ordinary punch and the heaviest spanner available. Really, a proper hammer and a wood block are required, but it is impossible to carry these in the ordinary tool bag.

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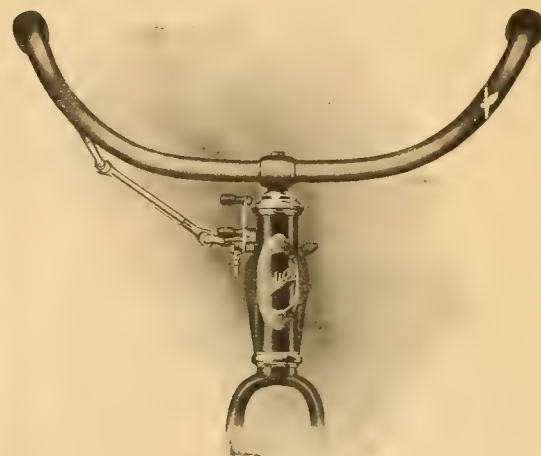
Of course, you all expect

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to lead the way in motor bicycle advancement and of course it will do that very thing.

The Grip Control

is one of the features that will prove its right to lead. It will not be necessary to remove the hand from the grip to start, stop or regulate the speed of the machine.



PATENTS PENDING.

Are you on our list for a copy of the 1904 Indian catalog?



HENDEE MFG. CO., Springfield, Mass.

How to Use a Wrench.

Volumes have been written on the subject of proper wrench use, yet probably more than one-half the cyclists one encounters go about the matter in a way that shows their entire ignorance regarding it.

There are two points which should always be observed, yet rarely are. The first is to hold the wrench so that the jaws point in the direction the force is being applied. For example, if the wrench is being pulled upward the jaws should point the same way. If this is done the strain comes on the back of the jaws, where they have plenty of support, and not on the open part, where the tendency is to spread them and cause them to slip off of the nut. The second point is to screw the wrench up until it grips the nut, instead of having it loose, as in the latter event it is also likely to slip.

In conversation with riders the *Bicycling World* man has been impressed with the want of understanding regarding bolts and nuts and their manipulation. Two out of three of them would, if asked why bicycle nuts have so many corners—why they are hexagons or octagons instead of squares—would be at a loss to reply. It is, of course, principally because they are much easier to get at than square nuts, and not alone by reason of their better appearance. With a square nut there are but four positions for a wrench, and with the expedients resorted to in order to get bolts and nuts out of the way it would frequently be impossible to get a wrench on them. By making the nut with six sides, however, the difficulty is much reduced. The number of corners is increased, of course, hence the need of greater care in using a wrench on them, so as not to make them round, in which case the wrench would not take hold.

It is not only the ignorant riders, however, who offend. There are plenty of them who understand the points touched upon, and yet wilfully disregard them. Sometimes

they will use a wrench with the jaws pointing the wrong way. Again, they will fail to tighten the jaws when they put the wrench on the nut. "Too much trouble," they will say, and nuts with round corners will result almost as a matter of course.

Even the careful users sometimes go astray. It is aggravating, for example, to fit a wrench carefully on a nut, and then find, when a partial turn is made and the wrench is placed on two fresh sides, that the latter are appreciably smaller or larger than the others, thus making it necessary to fit the wrench every time the position is shifted. But with all except the most carefully made nuts there is a variation of this kind, and allowance should be made for it.

Played Hares and Hounds.

A hare and hounds chase was held on Sunday, November 1, by the Bay View Wheelmen of Newark, N. J., the course being from that city to Carlstadt. The affair was one of the most successful ever held by the club. The distance was about fifteen miles and the trail an extremely difficult one. Gold, silver and bronze medals were the prizes.

Robert Wright, Augustus Haug, Augustus Krantz, Albert Rouff, William Krause and Walter Staiger, who were the hares, left the clubhouse in South Sixth street at 9 o'clock, and were followed an hour later by the hounds, thirty-five in number. Augustus Leutgens won the first prize in 2 hours 20 minutes. J. Anthony was a close second and R. Perkins won the third prize. After enjoying dinner at Fink's Hotel at Carlstadt, the members of the club returned to Newark in a body.

"The A. B. C. of Electricity" will aid you in understanding many things about motor bicycles that may now seem hard of understanding. Price 50 cents. The Goodman Co., 154 Nassau street, New York. ***

Why Dr. Nelson is Disgusted.

Dr. J. C. Nelson, president of the cycle path commission of St. Paul, Minn., has decided to tender his resignation because the failure of the police to enforce the cycle path regulations hampers the work of the commission. Dr. Nelson declares that he is as enthusiastic over bicycling as he ever was, but the situation is discouraging.

"It is not that the police refuse to help us," he says. "They promise to carry out the law, but they fail to do it. They confine their activities mostly to arresting wheelmen without lanterns. Of course, when the police are so lax in their efforts cyclists are not taking out their licenses as they ought to. It costs yearly about \$7,000 to keep the hundred miles of cycle paths in good repair, and we are collecting about \$3,500 from the licenses issued. We have to spend about \$450 to get the licenses, about \$200 for clerk hire, from \$25 to \$30 for stationery, so that there is not much surplus to keep the roads in repair.

"An instance of the conduct of the police is furnished by my own experience. One night I left my wheel in the basement of one of our public buildings. When I came down the wheel had disappeared. I informed the police of the matter and the detective told me he would secure the wheel for me by 11 o'clock the next morning. That manner of dealing with bicycle thieves is not satisfactory. I want to nail the fellow who stole the wheel. That is the fifth wheel that has been stolen from my family."

The Test That Did Not Occur.

The Austrian Touring Club has arranged a 1,000 kilometre competition for motorcycles, and stipulated that at least twenty should take part in the trial, for which excellent prizes were offered. Only thirteen entries were received, in spite of a postponement to give a longer time for preparations, and the trial had to be abandoned.

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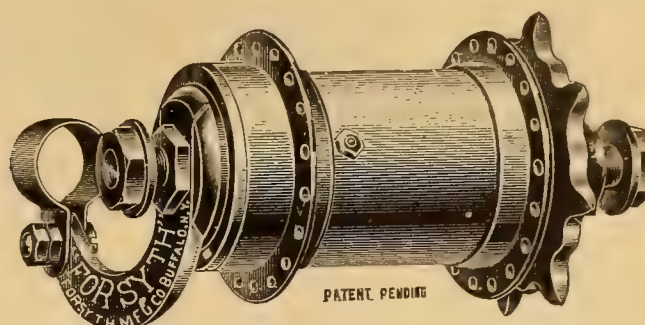


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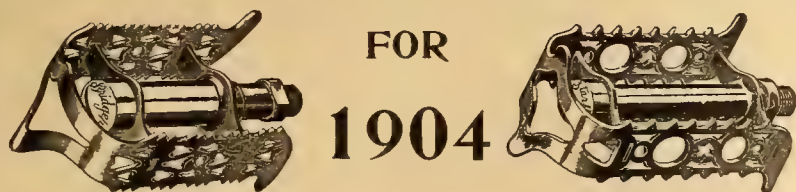


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NEW YORK CENTRAL'S

"Four-Track Series" No. 28 gives valuable statistics and information regarding the Flowery Kingdom, and contains a new and accurate map in colors.

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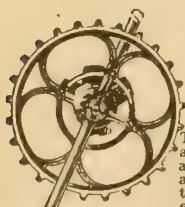
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HIGH GRADEwheels must have the
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ROLLER CHAIN**NOISELESS IN MUD, WATER OR
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Applicable to any Motor Bicycle.

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SPROCKETS.We supply nearly all
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PARISH & BINGHAM CO.
CLEVELAND, OHIO.

The Week's Patents.

742,357. Handle Bar for Bicycles. Henry Ruppel and Charles E. Weaver, Cleveland, Ohio, assignors to the American Stove Company, St. Louis, Mo., a Corporation of New Jersey, Filed Sept. 13, 1902. Serial No. 123,256. (No model.)

Claim.—1. In a device of the character described, the combination with a tubular handle bar formed in one piece, and provided centrally on opposite sides with flattened portions, the said handle bar being provided with a hole running centrally through said flattened portions, serrations formed about said hole on each of said flattened portions, a plain ring shaped portion on each of said flattened portions between said serrations and said hole, a split spring washer adapted to rest within said ring shaped portion, of a post provided with a stem, said stem provided with an integral reduced and threaded extremity which is at right angles to the body of said post, and is adapted to pass through the hole in the said handle bar, a shoulder formed on said stem having a serrated face, said serrated face adapted to be locked with either set of said handle serrations, and a nut adapted to be secured on said extremity to hold the handle bar in an adjusted position, substantially as described.

742,413. Motor Vehicle. John W. Grubbs, Latrobe, Pa. Filed Feb. 10, 1903. Serial No. 142,780. (No model.)

Claim.—1. The combination with the driving pulley of a belt passing over the same, and a belt tightener in direct engagement with the said driving pulley.

About Annealing.

The generally accepted definition of annealing is, heating a piece of steel or iron red hot and allowing it to cool slowly in order that it may be soft enough to work easily in the various operations of machining. This definition is correct, but the method taken of accomplishing the desired result does not always prove to be satisfactory. Often a piece of tool steel is heated red hot and allowed to cool and it proves to be anything but soft. It is reheated a little hotter and allowed to stay hot longer, and when tried it is no softer than before. It is then considered necessary to give it a good "soaking"; so it is again reheated and kept red hot for a long time; when tried it works like cast iron, and in fact it somewhat resembles cast iron. If a corner be broken off the piece, the appearance is granular; it does not work well, and the article made from it proves unsatisfactory when finished and hardened.

The doctrine of cheapness has been exploded. Not "how cheap," but "how good," has the centre of the stage. The public has learned to place a higher estimate on goods than price, says Printer's Ink.

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to prove profitable.

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The Bicycling World

AND MOTOCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVIII.

New York, U. S. A., Saturday, November 14, 1903.

No. 7

COURT RELEASES \$125,000

A. B. C. Receivers Obtain That Sum Which Litigation had Placed Beyond Their Reach.

By decision of Judge Platt in the United States Circuit Court for the Connecticut District, the receivers of the American Bicycle Co. last week secured the release of \$125,000 that had been tied up by litigation. The suits in question are those of the Bridgeport Gun Implement Co. and the New Departure Mfg. Co., the latter of which is for disputed royalties. The court's decree in the matter is as follows:

"It is hereby ordered, adjudged and decreed that the said R. Lindsay Coleman, Albert A. Pope and Arthur L. Shipman, as ancillary receivers of the above named defendant, upon receiving and filing with the clerk of this court a stipulation duly signed and acknowledged, by R. Lindsay Coleman, Albert A. Pope and John A. Miller, receivers of the above-named defendant, so appointed by the Circuit Court of the United States for the District of New Jersey, to the effect that in the distribution of all assets of defendant which have or will come to their hands, they will pay the claims of said Bridgeport Gun Implement Company and New Departure Manufacturing Company as the same shall have been allowed or established ratably with the claims of all other general creditors of the above-named defendant, shall transmit to R. Lindsay Coleman, Albert A. Pope and John A. Miller as receivers of defendant so appointed by the Circuit Court of the United States for the District of New Jersey the sum of \$125,000."

Ash Explains Some Things.

James W. Ash, manager of the Hudson Mfg. Co., successor of the Bean-Chamberlin Mfg. Co., Hudson, Mich., is authority for the statement that, contrary to report, none of the principals of the old company is in any way connected with or interested in the new one; it is made up entirely of former em-

ployes who did not purchase any of the manufactured stock, but only such tools, machinery and raw materials as were needed and for which about \$3,500 and not \$2,000, as reported, was paid.

Mr. Ash further says that the bicycle end of the Bean-Chamberlin business was always a profitable department. He was connected with it until about a year ago, and left it, he says, because the business as a whole was not proving a success. He also confidently asserts that so long as it is under his management the new company will maintain the record and prove a paying proposition.

Sales Agent's Suit Comes High.

In the Supreme Court at Ottawa, Can., last week, a motion was made for leave to appeal in the case of the Goold Bicycle Co. vs. Laishley.

Laishley sued the company for \$10,000 for wrongful dismissal as their sales agent, and the trial court dismissed his action. The Court of Appeals for Ontario recently reversed this decision and ordered judgment to be entered for \$1,000 damages assessed on the evidence. The company seeks special leave to appeal, although the judgment is for \$1,000 only, on grounds of hardship, the costs having accumulated till they exceed \$2,000, and also that the amount of damages was a mere guess, and based upon no reasonable calculation justified by the circumstances of the case.

Court Dismisses \$50,000 Suit.

The \$50,000 damage suit brought by Oscar Selbach against the Miami Cycle and Manufacturing Company, of Middletown, Ohio, was dismissed last week by the Common Pleas Court at Hamilton, Ohio.

Selbach was at one time the Miami Company's European representative and was charged with withholding funds belonging to his company. He was brought to this country and then arrested for embezzlement. He was indicted, but was not prosecuted. Selbach then retaliated by bringing the \$50,000 suit for false arrest. The suit hung for some time and was finally dismissed for lack of prosecution, and by consent of all parties concerned. Selbach's present whereabouts are unknown, although he is supposed to be in Germany.

CAN SHOW A PROFIT

Canadian Trust had Favorable Report for the Meeting Which Injunction Halted.

No action appears to have been taken as yet in the case of the Canada Cycle & Motor Co., whose plan for reorganization was blocked by the interposition of an injunction, as stated in last week's issue of the Bicycling World. General Manager Russell has made public a statement which throws light upon the situation, and reveals a surprising condition of things, which would have been revealed, however, in the proceedings of the meeting of the shareholders held on October 30, when the plan for reorganization would have been acted upon but for the legal action taken to prevent it. The statement follows:

"As it has been brought to the attention of the directors of the Canada Cycle & Motor Co. that certain shareholders have received communications asking for the payment of an assessment in connection with their stock, it is only fair to the large number of shareholders who have an important financial interest in the company to know definitely in what position the company is placed by the injunction which was issued on Thursday last.

"The annual meeting called for that day was to receive the report of the directors, with a full statement regarding the affairs of the company. The main features of the report were as follows:

"(1) That the policy of consolidation of factory and selling organizations inaugurated a year ago had been carried through to completion with the result that surplus factories, supplies, machinery and surplus stock of bicycles and material had been disposed of and the organization brought into keeping with the requirements of the business.

"(2) That the liabilities of the company had been reduced by nearly \$100,000 during the last year.

"(3) That the balance sheet, prepared after a careful valuation of the assets, with no valuation placed upon the patents, trade-

marks or other valuable franchises owned by the company, showed a clear surplus of assets over liabilities to the public of \$500,000.

"(4) That whereas the previous year's business had shown a loss of \$133,000, the profits for the last year amounted to \$30,000, after providing for bad and doubtful debts.

"That the company should be reorganized on a capitalization of \$500,000, so that the shares would be represented by actual assets equivalent to their face value.

"That the trustees who hold the \$1,000,000 of preferred stock (transferred by the directors and those identified with them) would proceed and distribute it according to the terms of the trust, viz., for the benefit of those shareholders least able to bear the loss sustained through their investments in the company.

"The injunction, which was issued on the forenoon of the day of the meeting, and prevented the carrying out of these plans, was a complete surprise to the directors, who very much regret the disappointment caused to the shareholders. The directors wish it distinctly understood, however, that this injunction alters in no respect their plans for reorganization of the company and the continuance of the business.

"Any letters calling for an assessment on the stock of the company have no connection whatever with the board of directors and their proposed reorganization plan. The new stock on the reorganized basis will be issued to the shareholders without any assessment or charge of any kind whatsoever, just as soon as the legal difficulties now in the way have been removed and the shareholders have opportunity of signifying their approval of the plan."

On October 29, the day prior to the meeting of shareholders which was expected to result in the reorganization of the company, the Town Council of Toronto Junction had under discussion a request made by the Canada Cycle & Motor Co., through General Manager Russell, for re-exemption from general taxation, excepting school rates, for a term of ten years. It was stated that the company was about to engage extensively in the manufacture of automobiles, in addition to its manufacture of bicycles and motor bicycles. The bylaw granting ten years' exemption to the H. A. Lozier Co., and passed in 1895, enacted that at least fifty men should be employed continuously at the works. Now the new company offers to double this figure and to guarantee further that 75 per cent of the men shall reside in town. This proposition met with favor on the part of the council, and it is probable that the necessary ordinance will be adopted.

Reliance, of Addison, Incorporates.

Addison, N. Y.—Reliance Motor Cycle Co., under New York laws, with \$15,000 capital. Corporators—Willis H. Ives and Charles D. Reynolds, of Addison, N. Y. and J. Frederick Dell, of Buffalo, N. Y.

PROFITS OF ENGLISH MAKERS

Annual Reports Disclose Interesting Figures —Humber Loses Money in Automobiles.

Additional English company reports reveal few surprises. In spite of the almost unprecedentedly bad weather of the 1903 season, the concerns which traded on accustomed lines, and were known to be in good condition, have done well. Others have had just a contrary experience.

Conspicuous examples of the first class are the Rover, Brookes and Eadie companies. All show good profits, although only the first named did better than in 1902. All three companies have good reserves, and continued to pay good dividend. Other companies which show either slight gains or losses are the Triumph, the Enfield, the New Hudson and the Cycle Components Co.

Three concerns make discouraging reports. They are the Humber—the biggest capitalized and probably the most prominent of all—the Raglan and the James. The last named turned a loss of \$2,500 in 1902 into a profit of less than \$500, and the Raglan dropped from a profit of \$7,500 to one of \$3,000. Humber, with its \$2,500,000 capital, reported a profit of \$20,000. But this is a drop from the \$90,000 of 1902, and it passes its dividend altogether. Money sunk in the automobile department is accountable for this shrinkage.

The showing of the principal companies which have so far submitted reports of their 1903 business is given in the following table, giving the capital and a comparison of the profits with those of 1902:

Name of Co.	Capital.	Net Profits.	
Raglan	£170,000	£1,553	£586
Swift	215,000	21,212	21,024
Premier	275,000	*	19,274
Rudge-Whitworth.	191,926	30,252	34,105
Enfield	124,962	8,479	8,257
Calcott Bros.	—	945	2,217
James	50,000	†	94
Brampton Bros ..	127,500	8,008	5,498
Triumph	170,000	10,415	11,066
New Hudson	73,906	6,007	8,200
Joseph Lucas	200,000	11,009	12,097
Rover	125,000	12,561	13,080
Cycle Components	180,010	9,493	7,367
Humbers	500,000	18,102	4,354
J. B. Brooks	—	20,117	17,472
Eadie Mfg. Co....	142,195	16,725	14,692
Eadie Chain Co..	65,000	**	1,979

* Lost £7,000 last year. † Lost £564 last year.

** Lost £2,158 last year.

Why one Jobber Remained in Line.

A Philadelphia jobber, speaking of the secession of the five concerns from the National Cycle Trade Association because of their opposition to the "Detroit plan," when asked how he viewed the situation, replied: "Well, I did think of joining in the protest against the 'Detroit plan,' but when I saw the names of those who were getting out I didn't have the nerve to line myself up with them. I decided to pick my company."

Pope's Photographic Prizes.

There was some remarkably artistic work in the photographs submitted under the photographic contest in which the Pope Mfg. Co. offered six cash prizes, three for men and three for women. The interest in this contest was spread over the entire country. As one of the conditions required that a chainless bicycle appear in each photograph, the result shows that the chainless construction is a popular one.

The following are the prize winners: First prizes, \$100 each, Mr. Charles J. Van Cor, Somerville, Mass., and Mrs. Nellie E. Cross, Concord, N. H.; second prizes, \$50 each, Mr. George D. Meston, Pueblo, Col., and Mrs. F. M. Stevens, Concord, N. H.; third prizes, \$25 each, Mr. E. F. Confarr, Livingston, Mon., and Mrs. C. W. Rogers, Los Angeles, Cal.

Keim Increases his Facilities.

John R. Keim, of Buffalo, having purchased all of the swedging, forming and bending machinery and dies and tools formerly used by the Shelby Steel Tube Co. in the manufacture of their specialties, he is now positioned to either supply handle bars, fork sides, stays and stems, or to bend tubing for manufacturers. In fact, the added facilities are such as to enable Mr. Keim to do special work in tapering or bending tubing to any shape desired for any purpose.

Pelky Files Bankruptcy Petition.

Ernest E. Pelky, a bicycle dealer in Chicopee, Mass., has filed a petition in bankruptcy. His liabilities are \$3,887, including \$2,500 due L. H. and Angeline Thurston, of Barre, Vt., who are secured by a mortgage on real estate in Chicopee. The assets, aside from this real estate, consist of personal property valued at about \$550.

Munroe Makes a Change.

C. E. Munroe, who for many years represented the Frank Mossberg Company "on the road," has engaged with the Twentieth Century Manufacturing Company, and has just started on an extensive Western trip. It will carry him to Portland, Seattle, San Francisco and the other centres on the Pacific slope.

Will Offer Creditors 30 Per Cent.

Appraisement of the assets of the E. P. Blake Company, Boston, it is understood, will fix the value at about \$10,000. Blake's schedule placed the value at \$19,605, the liabilities being \$34,000. It is likely that an offer of 30 per cent. will be made to the creditors, which, if not accepted, will result in the sale of the business.

English Shows Open Next Week.

On Friday of next week both the English shows—the Stanley and the National—open their doors in London. November 20 to 28, inclusive, are the dates. As usual, the Stanley Club occupies Agricultural Hall, while the Crystal Palace is the venue of the National Association.

REDUCTION TO PRACTICE

More Important Than Merely Conceiving an Invention—Influence of Foreign Dates.

Washington, D. C., Nov. 11.—Persons who seek patents often labor under the impression that because they first thought of the given object for which protection by patent is sought that therefore they must of necessity be entitled to a patent. They conceive the idea, talk of it to their friends, and fail to take any further action; yet when they find that some other person has been more diligent in reducing the same idea to practice, even though it may be admitted that he conceived the idea later, the first party immediately proceeds to file interference proceedings in the Patent Office.

This question of diligence in reduction to practice is one of the utmost importance, for the reason that it is a fundamental principle of the patent law that the first to reduce an idea to practice is *prima facie* the first inventor, and is, therefore, the one entitled to a patent. Prior to the law of 1836 his right was absolute in this respect and subject to no exception.

Judge Taft once said, when delivering a decision along this line, that the diligence of the first reducer to practice along this line is necessarily immaterial. It is not a race of diligence between the two inventors in the sense that the right to patent is to be determined by comparing the diligence of the two, because the first reducer to practice, no matter what his diligence or want of it, is prior in right unless the first conceiver was using reasonable diligence at the time of the second conception and the first reduction to practice.

It is an elementary principle of the patent law that he who first reduces to practice is to be regarded as the true inventor of an idea or device so reduced from a mere abstraction to a concrete form, of course in the absence of proof that he has only elaborated the ideas of others or of proof that there has been prior conception of the invention by another or by others, with a showing of due diligence in the way of effort to reduce it to practice.

Therefore, it will be seen that upon reason and under all the authorities the diligence of the first conceiver must under the law be in operation at the time the second conceiver enters the field, and not merely at the time he finishes his work by complete reduction to practice.

Another point of interest to all inventors with international ambitions is that of taking testimony abroad. In this connection the law was revised by the Act of March 3, 1903, so that it now provides:

"An application for a patent for an invention or discovery or for a design filed in this country by any person who has previously regularly filed an application for a patent for the same invention, discovery

or design in a foreign country, which, by treaty, convention or law, affords similar privileges to citizens of the United States, shall have the same force and effect as the same application would have if filed in this country on the date on which the application for patent for the same invention, discovery or design was first filed in such foreign country, provided the application with in this country is filed within twelve months in cases within the provisions of Section 4886 of the Revised Statutes, and within four months in cases of designs, from the earliest date on which such foreign application was filed."

It is clear from the wording of this Revised Statutes that a foreign filing date can in no case be of any benefit to any applicant in this country unless it is within twelve months of the filing date here.

The Retail Record.

North Scituate, Mass.—F. T. Bailey, new repair shop.

Atlantic City, N. J.—D. C. Johnson sold out to A. J. Wooten.

Turners Falls, Mass.—C. S. Gove, removed to larger quarters.

Salem, Mass.—R. H. Robson, closed one of his two shops for winter.

Kewanau, Ill.—S. L. Stebbens & Co., succeeded to business of Scott & Sweet.

Arlington, Mass.—Wetherbee Bros., bought stock of F. H. Gleany, of West Medford.

Columbus, Ohio—Oscar S. Lear, sold bicycle and sporting goods departments to Wickuff, Funk & Co.

Wants Board's Bond Foreclosed.

A receiver for the bicycle business of James L. Board is asked for in a bill filed in the Chicago Superior Court last week by the Mutual Life Insurance Company of Milwaukee, which wishes to foreclose on a bond for \$64,000 against Board.

Board formerly lived at the Auditorium Hotel, but is now resident at Port Huron, Mich. He was declared a bankrupt in the United States Bankrupt Court a year ago last April. In June, 1902, Board is said to have obtained a loan from the complainant company for \$32,000, securing the same by a bonded mortgage for \$64,000.

Board operated a bicycle plant in Chicago, but it never cut much figure outside of that city.

National Will Have a Spring Fork.

A spring fork will be among the features of the National bicycle for 1904, or rather will be supplied as an option. The details of the device are not yet public property, but it is said to depart materially from other inventions of the sort, and the mere fact that it is to be marketed by the National Cycle Mfg. Co. will be sufficient to excite no small interest.

The advertiser who wishes to sell goods all the time ought to advertise all the time.—(Printer's Ink.)

REPAIR OF CHAINLESSES

Repairman Asserts That Lapses of Makers Make Trouble for the Dealers.

"If you want to do the dealers and repairmen a good turn, I'll tell you how you can do it," remarked one of this class to a Bicycling World man.

"It is about chainless machines," he went on. "Ask the makers why they don't turn out two of these alike, and why some sort of instructions are not issued with them, so we can know something about their construction when we come to repair them. A diagram of the working parts would prove of inestimable benefit to us.

"Now, it may seem like an exaggeration, but I tell you that I have scarcely had two chainless machines of exactly the same kind brought in to me for repairs. Even when they are of the same make and the same year's pattern they are different. Take a certain machine and spend some time in learning just how to take it apart at the crank hanger and rear wheel; maybe spend a lot of time and money making or altering tools to do the work; and then the very next time a machine of that kind comes in, and you take it up with the mental remark that it will be easy, and find that it is entirely different from any other machine, and that your tools won't fit—wouldn't it make you mad?

"What changes do they make? Oh, all kinds. They alter the bolts and nuts, fix upon new ways of adjustment, and such like. You see, it's pretty hard work to get down into the insides of a chainless machine, and the adjustments have to be so perfect that you have to use wrenches and spanners that are made to fit. And when you go over a whole drawerful of such tools and find that none of them will answer you don't feel very pleasant.

"There is another thing that plays a big part in it. That is the matter of charges. The average rider does not want to pay much for any work he has done, and the repairmen have had to meet this by keeping the cost down to the minimum. Now, with chainless machines you can't hurry matters much. You may set about adjusting a gear which has too much back lash, and work as you will it will take you a couple of hours, or even more, before you are through with it. Well, the owner of the machine is looking for a charge of 25 cents; if you put it up to 50 cents he thinks you are robbing him; while if you charge what you are entitled to he will howl bloody murder, and you are lucky to get your money and not lose a customer.

"Now, you put that up to the makers, good and hard, and see if they don't acknowledge the corn?"

The chief charm of an attractive store lies in its cleanliness and orderly appearance, maintains a contemporary.

1904

Interesting? Yes, Very. Write us.

No unfulfilled promises.

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NEW YORK,
83 Chambers St.

DETROIT,

254 Jefferson Ave.

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916 Arch St.

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114 Second St.

CHICAGO,
52 State St.

THE BICYCLING WORLD

FOUNDED 1877
and MOTORCYCLE REVIEW

In which is Incorporated
"The Wheel" and the "American Cyclist."

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Change of advertisements is not guaranteed unless copy therefor is in hand on SATURDAY preceding the date of publication.

Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, NOVEMBER 14, 1903.

"Enclosed is \$2 for the renewal of my subscription to the Bicycling World. I am lost without it. It certainly has stood the test."—C. M. Christoffer, San Francisco, Cal.

Self Help Necessary.

The Lord helps those who help themselves, and that does not mean a lot of persons in the bicycle business who just now are absolutely resting on their oars and waiting for Colonel Pope to stir things up so that there will be more trade.

That a great deal of this sort of waiting is being done there is no doubt. It is revealed when a couple of men in the trade meet and exchange views. They will discuss the present conditions and each express confidence of an improvement next year. When they give their reasons for this confidence it is found nine times out of ten to be embodied in the words "Colonel Pope." Meantime, they are doing nothing whatever to stir up things for themselves.

The prospect of having an active, enter-

prising man to enliven things next year should be an inspiration to some originality and activity on the part of contemporary competitors, and not a cause for them to drone through the winter and wait to see what benefits they can get through the more general interest likely to be aroused by the restored leader.

Whom the Weeding out Will Help.

It's an ill wind that blows nobody good, and it is well to consider all the aspects of every situation, the sunny side as well as the seamy. Thus in the very fact that the bicycle business is diminishing is to be found the prospect for better times. The business has been narrowing down so that many have dropped out of it, and many more are planning to quit, both manufacturers and dealers. Well, the business has been overcrowded, and time was bound to weed it out. The withdrawal of a manufacturer here, another there and of a few score of dealers everywhere, is a distinct encouragement to those who have decided to remain. As the children say, "there will be all the more for us."

The business has narrowed, but there is bound to be always trade for some, and the fewer they are the more generous will be the share of each. Bicycles will always be made and sold and ridden, and after the surplus of makers and jobbers and dealers has been lopped off there will be a very prosperous business indeed for the properly proportioned number of concerns that remain. The dropping out of different firms here and there will ere long bring the remainder to a number that is in a commercially just proportion to the business to be done, and, dividing up all the business between them, they will each be prosperous. When there isn't enough cake to go around and half of those seeking a thin slice of it withdraw, it leaves a generous piece for each of those who remain. One's loss is another's gain. So cheer up. There's a good time coming, and it is coming at a lively pace.

Our Own Horn.

In days that are past, by nearly a decade, when the American public was taking up the pleasure of bicycle riding—not seriously, as the English did, but voraciously, after the manner of American enthusiasm—the subject of cycling was uppermost everywhere, and on a par with questions of great political moment. At the breakfast table, in the street, on the car and ferryboat, at the office and the home, the news was told by be-

ginners of learning to ride, by accomplished riders of their experiences, by veterans of news and important changes in the construction and designs of bicycles. Novices clamored for practical hints on pedalling and steering, on care and repair. Aspirants, half ashamed to confess that they were not proficient, sought guidance in the selection of a mount.

In those times, the daily papers teemed with cycling news, with helpful hints and suggestions for riders, and interesting yarns, or special stories, about cycling experiences. Nearly every one was either learning to ride, had learned recently, or was going to learn. The air was full of the talk of cycling, and everything published on the subject was read with avidity. New riders and prospective riders, by the thousands and tens of thousands, were to be influenced with respect to their choice of a wheel; and they were duly influenced, one way or another, by what was said and printed. The daily papers—always hit and miss mediums for advertisers because of their big circulations, being much mixed between widely different classes of readers—were never of so much value to the bicycle manufacturer and dealer as they then were. Because cycling was an uppermost topic, advertisements in daily papers reached an unusual proportion of readers, who were interested in bicycles, and there was less waste about daily newspaper advertising than ordinarily is the case. The trade papers, or class publications, devoted exclusively to cycling, were numerous at the time, and they helped to supply the enormous demand for news and advice, by printing more fully and accurately than the dailies, the news of the sport, and giving trade news and technical information not furnished by the newspapers. They were pre-eminently the advertising mediums through which the manufacturers reached agents, and, having the voice of authority, they were the most potent influences bearing upon the riders. As ever is the case with class publications, there was no waste to the advertising in the cycling journals through a large proportion of the circulation falling into the hands of those indifferent to the subject; every copy reached a person interested, and was read by many other such persons, and also by those susceptible of becoming interested. The cycling press was the best publicity medium for the trade; it was the promoter of the sport, the conserver of the industry; it was the mentor of the daily newspaper writers, and

it is most largely due to the cycling press that bicycling attained the popularity it did.

The times have changed, and bicycle making is a settled industry, supported by a settled sport and pastime, from which the novelty and faddism have disappeared. There is no glamour and no clamor. The daily newspapers pay very little attention to cycling affairs, except when some public race meet is held. The dozens of cycling weeklies and monthlies that cluttered the tables of the retail stores and clubrooms have dissolved into mere memories. Advertising now in the daily newspapers is, as it always was, a good thing, but attended with a lot of waste, because only a small proportion of the readers are probable buyers. The confirmed riders and the new converts cannot find the news and information they crave in the newspapers. Of all the cycling journals only one is now to be found on the tables of stores and club rooms. It is the first one that ever was published in this country, and it is the only one of them all that is left. It was the first and it is now the foremost, necessarily. It is a literal exemplification of the prophecy that "The first shall be last and the last first."

From having been for a while distinctly a trade publication, the circumstances of demands from riders who are not kept posted by the dailies have broadened its scope to the whole field, so that it caters at once to manufacturer, dealer and user, bringing them into closer relations than ever before. While the daily newspapers are treating cycling as if it were a dead issue, the one paper devoted to the field, that has passed through every changing phase in the history of the sport and trade, is finding many signs of prosperity and prospective improvement. There is reassurance in the stable condition the trade has reached, and the keenness of interest all around is evidenced by the fact that the advertising business of the one representative cycling journal is increasing on the one hand, and its circulation among both riders and dealers, especially the former, is moving steadily upward at the same time. It is the one paper now that takes the place of all the dailies, and all of the defunct cycling journals. Every copy of it printed is read by from five to fifty interested persons.

It is needless to say that the one cycling paper referred to is the *Bicycling World*, but as a salve to modesty we feel called upon to state that all of this is, but a presentation of the reminiscences of the past, and the

remarks on the present that were made recently by rather a distinguished group of cyclists around the tables in a club house, and is not, strictly speaking, editorially original.

Diamond Frame is Final.

Commenting on the opinion expressed by two well known British tradesmen that the diamond frame does not represent finality of construction, the *Scottish Cyclist* reviews the matter at length, as reproduced in another column. Although there is at present absolutely no sign of an impending change, the subject possesses considerable interest.

The diamond frame has successfully withstood many attacks in the decade and a half since it was introduced to the public. It has abundantly vindicated the prescience of its designer. Originating with the Humber factory—it was for years termed the "Humber pattern" instead of the diamond frame—it drove out all other forms, including the many so-called "diamond" frames which were at one time so common. By 1893 it was in practically universal use here as well as abroad. Coincident with it came the great reduction of weights, these being, as a matter of fact, in a considerable measure due to the adoption of the true diamond frame. It not only reduced the frame breakages formerly so common to a minimum, but it also was largely instrumental in making possible the construction of a bicycle weighing less than twenty-five pounds and yet staunch and reliable enough for all around use.

During the last decade the bicycle has witnessed many changes, undergone many vicissitudes. Yet through them all the diamond frame has occupied the entire stage, unassailed and unassailable. It contains just the right number of tubes—not one too many or too little—embodies just the right lines, is braced and supported in exactly the correct manner. Years ago—as early as 1888—the Overman company made a diamond frame with the diagonal tube omitted, and within a recent time English makers endeavored unsuccessfully to popularize a diamond with an extra tube—the cross frame. Between these two extremes scores of patterns with minute variations have appeared. But one and all they have passed into oblivion, while the true diamond remains, its hold on the trade and public as strong as ever, its mechanical superiority and beauty of design as manifest as it was when first it routed rival types of frames.

It would take a bold man to say that the diamond frame will never be superseded, or

even materially modified. We do not know what the future has in store for us. But as far as human probability goes, as far as our vision can pierce the mist of time now, we are unable to discern the faintest indication of anything that will oust the diamond frame from the position it has held so long or in the slightest degree affect its security.

Endurance of Bicycles Themselves.

How long will the frame of a bicycle last? This is a question which was more frequently asked a few years ago than now. Then there were all sorts of stories afloat about "crystalization," "fatigue" and such things, and most riders were imbued with the belief that after a couple of years or so a bicycle had reached a condition where it was liable to give trouble at almost any time. It became a quite common practice to turn the machine over to some other rider, and let him take his chances on it.

Time has shown that this view of the matter was not based on fact. As is well known, machines six, seven and even eight years old are still in use. Breakages are less frequent than they were in the middle nineties, and, while this may be in part due to the fact that they are not ridden as hard or as fast as they formerly were, their immunity is not wholly due to this, nor even to the known improvement in methods of construction.

There seems no reason to doubt that the theory that tubing and joints deteriorated with age was a fallacy. Mishaps, when they occur, are traceable to other causes than age.

Suggested by a Picture.

The picture published on another page of the travelling staff of the Pope Mfg. Co. about to embark on a Hartford trolley car for an inspection of the Pope factory at Westfield, some twenty miles distant, is as suggestive as it is interesting—suggestive of a lost opportunity, suggesting also that the claim that the trolley is one of the mediums which reduced the sale and use of bicycles is not without merit.

If that corps of genteel, healthy and—ahem!—handsome young men had made the journey on the bicycles which they represent who will say that it would not have been a most effective object lesson—one that would have redounded to the benefit of cycling. Such a sight and picture and mention of such an occurrence would have been eloquent evidence that the young men practice what they preach—that they not only sell bicycles, but actually ride them.

HOW STEEL IS GRADED

All a Flatter of Small Percentages of Carbon—Hardening and Toughening Processes.

Plainly put, the difference between iron and steel is simply a question of a minute percentage of carbon; thus, what the rule of thumb man designates as mild steel is usually iron to which some 0.015 to 0.025 per cent of carbon has been added, by the Bessemer, Siemens, or some other process. In the steel trade these grades and others are known as "15 point" or "25 point" carbon, and so on, and the manufacturer using quantities of steel for defined purposes will fix his orders on figures with a guarantee of delivery of a certain percentage of carbon, explains a metallurgist.

From 0.010 downward, there is little to distinguish between what is commonly termed wrought iron and the equally well known mild steel; but, as the percentage of carbon is raised, the metal displays quite different characteristics. Thus, in order to harden steel of, say, 0.010 up to 0.045, a special method known as "case hardening" must be resorted to. Case hardening consists merely of adding an additional amount of carbon to the outer skin of the bar, the depth of the hard skin being chiefly dependent on the length of time to which the bar is subjected to the hardening or carbonizing process.

At 0.050, or otherwise "50 point" carbon and upwards, the mild steel ceases to be such (as generally understood) and begins to take on the properties of cast steel, or tool steel, by its capacity for attaining a certain degree of hardness by simple quenching in water when heated to bright red. At 0.065 per cent of carbon, this property is well pronounced, and the finished article, whilst being hard enough for many purposes involving great friction and pressure, is still sufficiently tough to resist breakage from shocks, even when fully quenched at full heat and untempered.

Cast steel and tool steel, as generally understood, may be made dead hard throughout the bulk by simple quenching in water when at a blood red, but the resulting piece would be extremely brittle and liable to fracture under shock, hence the secondary process known as "tempering."

In dealing with high carbon steels, the initial process of hardening renders the steel intensely hard; so hard that, generally speaking, it is useless for its particular purpose, unless the hardness be to some extent sacrificed to produce toughness. This may be accomplished by first making the steel as hard as possible by raising it to the greatest heat it will stand to resist the always present tendency to crack when dipped in the cooling bath of water, and then reheating it to a much smaller degree, and again quenching. The result will be a piece of metal that will

combine hardness with toughness. The selection of the particular brand of steel for a specific job is of the first importance, not only in relation to the subsequent hardening process, but also as to general suitability for the purpose, and the ease of manipulation at each stage.

"Pot Leading" Engine Cylinders.

"Pot leading," or covering a surface with graphite for the purpose of making it smooth and frictionless, is a process used for many years. Yachtsmen employ it in preparing racing craft for important contests, rubbing the bottom of the yacht with graphite until it attains a high degree of slipperiness. Rifles have undergone the same process for more than fifty years, it being known to greatly add to the life and efficiency of the barrel by its remarkable effect in reducing the friction and heat produced by the passage of a tightly fitting bullet along the grooves of the bore.

The extremely high speed of the motor cycle engine, sometimes approximating three thousand revolutions per minute, makes it a fit subject for the pot leading treatment. The cylinders are first turned, then polished and lapped with great care, in order to secure the smoothest possible surface. It has been suggested by a New York physician now in Paris that if a material like Dixon's finely pulverized graphite is thoroughly rubbed in the cylinder so as to fill up the microscopical inequalities, a bearing and wearing surface will be obtained which will be of marvellous smoothness and endurance

—a suggestion well worth the attention of manufacturers and users. In the doctor's experience he finds that on long hills the motor did not have the same tendency to overheat, and, furthermore, that it was certainly easier to start the motor after it had been standing for some time if the motor and piston had been treated as above stated.

Taylor Goes to Australia Again.

Despite his emphatic assertions that he would race no more, Major Taylor will race again, and in Australia, where he amassed a snug fortune during the last season. Indeed, he is already en route to the Antipodes, having left New York last night for San Francisco, whence he sails for Sydney on the 26th inst. His wife and father are with him. While in New York yesterday Taylor had an Australian draft for \$2,500, the cashing of which caused him some concern. How or why the negro kept his plans so well concealed, or whether his change of mind was induced by the sudden receipt of the check, has not developed.

Ellegaard Coming to America?

Advices from Copenhagen state that Ellegaard, the Danish racing man, will visit this country. He expects to obtain sufficient racing engagements to more than pay his expenses.

WHITE WON BOTH EVENTS

Coffin Tried a Belly-Whopping Position in 'Frisco Races but to no Purpose.

Two motorcycle races were run at Ingle-side track, San Francisco, on Friday and Saturday, November 6 and 7, in connection with the automobile meet of the Automobile Club of California. Each race was a handicap at five miles.

Friday's event brought out ten starters. E. M. Coffin, on a Duck motor bicycle, was on scratch, with Thomas A. White, Rambler, on the 30 seconds mark. A close race ensued, Coffin enlivening the event by lying down on the saddle flat on his stomach with his feet sticking out behind, in the endeavor to lessen the windage. He was unable to overcome the handicap, however, and White won a hard fought race.

The second race, which took place on Saturday, was almost a repetition of that of Friday. Coffin was again on scratch, while White's handicap had been cut from thirty to ten seconds. Another Rambler, ridden by A. H. Sampson, had thirty seconds start, but was passed by White, who finished first, with Sampson second and Coffin third.

The summaries:

Friday: Five miles, handicap, for motorcycles—Won by Thomas A. White (Rambler), 30 seconds handicap; second, E. M. Coffin (Duck), scratch.

Saturday: Five mile handicap, for motor bicycles—Won by Thomas A. White (Rambler), 10 seconds handicap; second, A. H. Sampson (Rambler), 30 seconds handicap; third, E. M. Coffin (Duck), scratch. Time, 8:01 3-5.

Two Contests on Thanksgiving Day.

The New York Motorcycle Club has definitely set a slow race and a braking contest for Thanksgiving Day, 26th inst., in the forenoon. Both events will be open to all, and will be held on a course on the outskirts of the city. They should provide some interesting statistics. At its meeting on Wednesday night the club also instructed its road officers to consider the advisability of promoting a midwinter contest of some nature—possibly a regularity run, such as was attempted on Election Day, and which inexperience and unusual circumstances made a not un-mixed success.

Schwierhausen Nears New York.

William Schwierhausen, the German bicyclist who is covering the globe on his bicycle, was reported in Chicago on November 7, having ridden to that city via St. Louis. Up to that time he claims to have covered 53,000 miles. He expects to reach home about January 1, 1904.

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about

HARTFORD TIRES

and we'll abide by the result.

Hartford Bicycle and Motorcycle Tires are standard in every city, town and village. Intrinsic worth has made them so. Their quality is unvarying. Always the best, they represent the highest achievement of the tire-makers' art, and mark the high-grade bicycle. Specify them in your orders and be sure of the best.

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CLEVELAND, O., 77 Bank Street.

DETROIT, MICH., 68 State Street.

CHICAGO, ILL., 136 East Lake Street.

MINNEAPOLIS, MINN., 117 South Sixth Street.

DENVER, COL., 1564 Broadway.

SAN FRANCISCO, CAL., 52 First Street.

ATLANTA, GA., 66 North Broad Street.

TO CHECK THE COPS

Philadelphian Will Fight Discrimination Against Motorcycles and Automobiles.

G. Jason Waters, a Philadelphian who owns both a motor bicycle and a motor car, is "after" the Fairmount Park police. He accuses them of a form of discrimination and petty persecution that is confined to the Quaker City—that of seeking to arrest motorists to the exclusion of all other road users. Mr. Waters charges, also, that the local magistrates are in sympathy with the police oppression, and that, in consequence, real justice is not to be obtained.

It is the intention of Waters to fight a case of this kind. He has filed an appeal through his attorney, S. P. Rotan, in the local courts against decisions of Magistrate O'Brien. The magistrate, he contends, fined him twice when there was absolute proof that his automobile was not exceeding the speed limit.

"The park guards," he said, "have motor-phobia. They are set against motor cars and arrest drivers regardless of the speed at which they are going. That this is true," he continued, "was plainly evidenced on Sunday last. Three of my friends were in my car. I was riding a motorcycle. We were coming along Elm-ave. There was a carriage in front of me, and the car was behind me. I trailed the carriage to the park entrance, never going from behind it. From the entrance where I stopped the car was out of sight, and it was fully five minutes before it caught up to me.

"The following day a man came to me with a warrant, declaring that machine No. 824, my car, exceeded the speed limit on Elm-ave. on the previous day. Though I was not in the car I was fined \$7 50, but I was not arrested for riding the motorcycle behind the carriage, nor was the driver of it arrested, and I know we both were going at the rate of fifteen miles an hour. Both the chauffeur and the gentlemen in the automobile were willing to take oath that they were not running at a greater speed than six miles an hour. The guard, in explanation, said he could not see the number of the motorcycle, nor could he catch the carriage before it got away.

"He added, however," said Mr. Waters, "that he remembered the cycle rider and would get him at some other time.

"Are you sure you would recognize him?" I asked.

"Positive, replied the guard.

"And you haven't seen him since?" "No, sir," the guard replied. "Well," I remarked, "I am the motorcycle rider."

Though this was heard by the magistrate, Mr. Waters paid his \$7 50.

On another occasion a week before, he

says, he was fined for fast driving on the report of five guards who were stationed several miles apart, and three of whom reported him as passing their posts at the same moment. At the same time a bicycle policeman testified that while he was going faster than five miles an hour, he was not exceeding twelve.

As this is the first appeal to the courts with a declared determination to push it to the extreme test, the matter is causing much interest among local automobilists, who have long been declaring that they have not met fair treatment at the hands of the park guards.

How They are Training for the Grind.

If careful and scientific preparation will accomplish it, Walthour and Munroe, the "Dixie" team, will start in the six day race at Madison Square Garden next month in the first of condition and fit to ride the race of their lives. They are now in Atlanta, training under the care of "Gus" Lawson, who is striving to fit them to stand a bruising race, such as the contest promises to be. Their daily programme is something like this:

At 6 in the morning they are out with a jump to Grant Park, where ten miles are reeled off at a swift jog. After their run they report back to breakfast, where a diet of toast, raw beef and raw eggs awaits them. After the meal and a short rest they walk to Piedmont Park, where the grind begins. At first but ten or eleven miles will be reeled off in the morning and the same distance in the afternoon. Gradually they will lengthen out this distance until it reaches fifty or seventy-five miles both morning and afternoon, or from one hundred to one hundred and fifty miles each day before the match is called.

After a light lunch the call of tired nature must be needed and a two hours' sleep is called in to help store up additional energy. Every meal will be made from the simplest of foods as near as possible in their rawest state. Should any staleness become apparent a lay-off for a day or two is necessary to get back in condition, and the training is continued as before.

On rainy days, when the track is bad and outdoor work is impossible. Munroe and Walthour take up their indoor training in the gymnasium of the Y. M. C. A.

Record on a "Freak" Motorcycle.

World's record for one kilometre was beaten at Dourdan, France, on November 5 on a motor bicycle. Lamberjack covered the distance in 34 1-5 seconds. This is equivalent to about 54 seconds to the mile.

Mile on an Electric Bicycle.

In a conglomerate race meet at Dubuque, Iowa, on Sunday, November 1, an electric bicycle, ridden by Lehman, made an exhibition mile in 2:09. His time for the first half was 1 minute.

TOMMY HALL'S FEAT

His New One Hour Figures Form but Part of a Record Breaking List—The Details.

Later and more complete accounts than were received by cable reveal that Tommy Hall's ride at the Parc des Princes track, Paris, when he made the record of fifty-four miles 533½ yards in one hour on October 29, was even a more remarkable performance than it first appeared to be.

From the time that Paul Dangler made his record of 84 kilometres 577 metres, or 52 miles 918 yards, on the Parc des Princes track, Tommy Hall was burning with a desire to eclipse it. On Wednesday, October 28, Bouhours made an attempt at the record, but was unsuccessful. The following day being fine, Hall told his pacemakers, Cissac and Collomb, to get their machines ready for something extraordinary. M. Audistère, the official timekeeper of the Union Velocipedique de France, was notified, and he was on hand in time to snap the time as Hall was pushed off by Paolo Bianchi, who was manager for Major Taylor during his European tour. Jimmy Michael was among the small company of interested spectators that began to cheer when the records began to fall, which they did at the sixth mile, and continued, dropping right along till 100 kilometres, or 62 miles 243 yards, had been covered.

It was not only the one hour record that Hall lowered, but also the 100 kilometer record, which he cut by 3 minutes 18 1-5 seconds, and every record from four kilometres to 100. The sixth kilometre was covered in 39 4-5 seconds, world's record for a flying start. Hall was then travelling at the rate of fifty-six miles an hour. He was paced most evenly by Cissac, and covered the remarkable distance of 54 miles 533½ yards in the sixty minutes. Even then Hall had not enough, and gave instructions to go on for the 100 kilometres record, but he punctured just after the hour. He quickly changed mounts, and was then taken on by Collomb, reaching the end of his journey in 1 hour 10 minutes.

Following is a table giving a summary of Hall's ride, with the records that he broke:

Hall's new records.		Former records.	
Kiloms.	H. M. S.	H. M. S.	
4	0:03:17½	0:03:18½	Robt.
5	0:03:58½	0:04:01½	Contenet.
10	0:07:21½	0:07:26	Contenet.
20	0:14:08½	0:14:23	Dangler.
30	0:20:56½	0:21:14	Dangler.
40	0:27:43½	0:28:06½	Dangler.
50	0:34:31½	0:35:16½	Hall.
60	0:41:19½	0:42:15	Hall.
70	0:48:07½	0:49:19	Hall.
80	0:54:56½	0:56:35	Dangler.
90	1:02:52½	1:05:44	Bruni.
100	1:10:00	1:13:18½	Bruni.
Miles.			
10	0:11:29½	0:11:43	Hall.
20	0:22:24½	0:22:53	Hall.
30	0:33:33	0:34:01½	Hall.
40	0:44:17½	0:45:19	Hall.
50	0:55:16	0:57:16	Hall.
Half-hour.	43 kil. 120 m.	42 kil. 433 m.	Hall.
One hour.	87 kil. 393 m.	84 kil. 577 m.	Dangler.

WAKE UP NOW!

Don't be like the ground-hog, waiting until Spring is here before stirring out of your hole.

Come Out and Have a Look Now!

It won't require a very long look either to see

YALE and SNELL BICYCLES

looming large on the 1904 horizon.

The wise dealer (hence, the successful one) is he who turns the "winter of his discontent" into a time of planning and deciding on next season's goods. He will plan well who plans to handle the Yale and Snell. The Yale is a natural leader. The Snell line has reliability as its keynote and is unequalled as an all-around seller.

The Yale-California Motor Bicycle

already looks like an eye-opener. Let us "reason" with you.

THE KIRK MFG. CO. Toledo, Ohio. THE SNELL CYCLE MFG. CO.

FINALITY IN FRAMES

Two "Wise Men" Doubt Permanency of Diamond and are Taken to Task.

When such men as A. S. Hill and P. L. Renouf assert to their fellow experts of the Cycle Engineers' Institute that in their opinion finality in bicycle frame design has not yet been reached, it might not be unwise to assert the contrary, but the circumstances will probably prevent some from so doing, says the Scottish Cyclist. Yet it is difficult to conceive the reasons for such a belief, apart from those nebulous hopes which every

at the thousands of keen and the many brilliant minds that have been focussed on cycle design since the Humber diamond was first placed on the market in '88, we are dubious regarding any deviation from its present development. It is conceded by engineers to be the lightest and strongest form of mechanical structure possible for the work it is designed to overtake. It has held the field against many attempted variations and "improvements," and there is nothing at the moment which can even remotely suggest that its day is near its close. Even the spring frame, to our mind the only logical successor of the diamond, has instinctively been taken along its lines as affording the

was instantaneous, although not a true diamond then. Next came the Referee, one of the most charming combinations of symmetry and strength that the cycle designer has bequeathed us. Then came the true diamond, and, despite the hundred and one attempted variations of the last dozen years, the public held fast to the correct design, that to-day it is the only one in a popular sense.

It would be impertinent to call men like Messrs. Hill and Renouf visionaries, but we may at least be permitted to suggest that, in expressing a belief in a future development of frame design that will revolutionize the trade they have allowed the wish to once again become parent to the thought.

Pope Travelling Staff Preparing to Visit the Westfield Factory.



A glimpse at the Pope idea of thoroughness and the method of making business instruction impressively memorable by combining it with pleasure, was afforded by an excursion that went from Hartford to Westfield and back on Wednesday of last week.

It consisted of the entire travelling force of the Pope Mfg. Co., about forty salesmen, together with the heads of various departments, who brought the total force of the party up to fifty. The salesmen were from

all parts of the country—most of them men who have been in the bicycle business for many years, in connection with the various concerns that now comprise the Pope Mfg. Co. Manager C. E. Walker, was in charge, and the assemblage was for the purpose of taking all the men to the plant at Westfield, Mass., to acquaint them thoroughly with the Cleveland and Tribune bicycles. All the other factories had been visited in turn, and the visit to Westfield marked the completion of

the inspection tour. The beginning of the selling season of 1904 began with the departure of the travelling men that night for their respective territories.

Special trolley car service was engaged for the excursion, and the cars were profusely decorated with banners and signs indicative of their errand. A stop at Springfield was made for luncheon, and after the inspection of the Westfield plant and its product there was a banquet at the Hotel Bismarck.

cycle designer carries in his heart—that some flash of inspiration, such as gave us the Rover design, may yet come to him and make him blessed in the cycle trade, or at least famous; for it is by no means certain that the British cycle trader is desirous of such a radical alteration in frame design as would render obsolete every bicycle now being marketed.

For ourselves we cannot confess to any such ideas. We do think that in its rigid form the bicycle of to-day has reached finality in outline at least. When one looks back

most acceptable form for public approval. It may be that the spring framed machine, which we feel will some day usurp the rigid bicycle, will have to take a fresh design to secure its end; but, if that be so, we feel certain that its acceptance by the public will for a long time be in direct proportion to its similarity to accepted design.

And it is really curious to note how true has been the public judgment in this way in the past. The Rover frame was followed by many and various variations, but when the Humber-diamond design arrived, its success

The Latest Longuemare Carburetter.

The latest Longuemare carburetter has an automatic air supply control, very simple and simply introduced. It is merely a small weighted shutter put in the airway as it enters the carburetter and before it combines with the gasoline. As the force of the suction stroke of the motor increases with its speed, the force exerted on this shutter varies in proportion to the engine speed. The greater the speed the more the shutter is deflected, and the greater the volume of air taken into the combustion chamber.

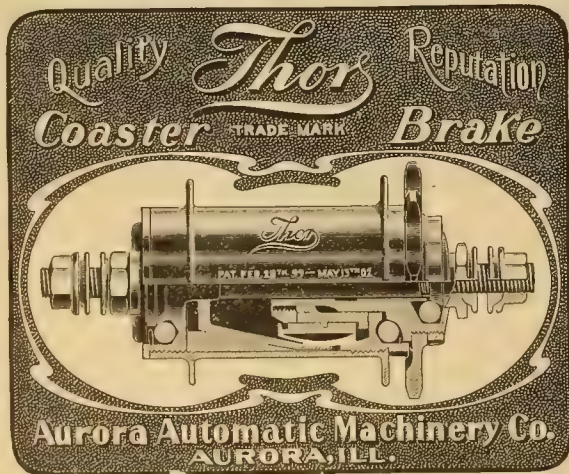
Wolff-American AND Regal Bicycles

have always stood as the embodiments of all that is superlative in cycle construction. They represent alike the happiest blending of its poetry and its prose—the style and the substance, the grace and the stability. They appeal alike to the eye and to the reason.

THE 1904 MODELS

which are now in evidence, bear witness that the refining hand has not lost its cunning. Our travelers are now on the road and will be pleased to submit the New Models for YOUR inspection.

Stearns Bicycle Agency, Syracuse, N. Y.



THE THOR COASTER BRAKE

is unequalled in any of the points
that make a PERFECT BRAKE.

REMEMBER

in buying a THOR COASTER BRAKE you secure the VERY BEST that it is possible to provide by a company having the FINEST EQUIPPED PLANT in the world and With a REPUTATION FOR QUALITY second to none. . . .

AURORA AUTOMATIC MACHINERY CO., = = AURORA, ILL.

TO BUILD UP FOREIGN TRADE

Consul Kenneday Points out Some of the Things That Help and That Hurt.

"The American firm which seeks to conquer foreign lands has an important lesson to learn, and would better study it carefully and thoroughly before making the attempt to introduce its goods," says K. K. Kenneday, United States Consul at Para, Brazil, in a report to the Department of Commerce entitled 'How to Build Up and Increase American Trade.'

"In striving to build up foreign trade the fact must not be lost sight of that the people must be addressed in their own tongue; thus not only correspondence, but catalogues, pamphlets, circulars, and all advertising literature should be printed in the language of those to whom it is addressed. Talk to the Russians in the Russian language; French should be used in France, German in Germany, Spanish in the South and Central American republics, Mexico and Spain, Portuguese in Brazil, etc.

"Never solicit foreign trade without literature printed in the native language of the people whose trade you desire.

"The American catalogue is usually an exquisitely beautiful brochure, the product of the best talent, science and skill in the printing world; but to be effective it must be understood.

"It is hardly to be expected that even the most intelligent foreigner will trouble himself to have a translation made of American advertising matter unless he has a very special reason for so doing—a case which very seldom occurs. What he sees in his own language he will very readily understand. But how about foreign moneys, weights, measures, capacities and the like? Foreigners cannot be expected to be posted in these technical matters.

"It is impossible to get a footing in foreign countries without hard work. You must 'go after it.' The catalogues used should be of individual character, designed to meet the special conditions that are to be met, and to tell the foreigner in his own language all that can be told about the goods offered for his consideration. The minutest details are of importance. The matter of foreign correspondence is also important. Each letter should be made clear and explicit and no essential detail forgotten, leaving no loophole for misunderstanding.

"Remember well, when considering these things, that different terms are used in various countries to express the same meanings. When you tell a man in his own language about things no misunderstanding is likely to occur.

"American manufacturers, I am happy to report, have in recent years more closely studied foreign countries, particularly South

America, to discover markets for their wares; and when they have found conditions favorable they have, after strictly observing local requirements as relates to license and securing the necessary protection of the trademark laws, promptly entered this remunerative field or essayed to educate an indifferent public to new desires.

"It is, or at least it ought to be, much easier to supply a foreign people with what they want than with what we think they ought to have. It should not be forgotten that advertising in the local papers has been the valuable key which in either case has unlocked the strong door of prejudice or utter indifference, and the publicity attached to this process has not only aided largely in securing the coveted market for the article

MORGAN & WRIGHT TIRES

ARE GOOD TIRES

ONLY WAY TO CURE
SOME LEAKY TIRES IS
TO PUT INNER TUBES IN
THEM, THUS MAKING
THEM DOUBLE-TUBE TIRES

MORGAN & WRIGHT
CHICAGO

NEW YORK BRANCH: 214-216 WEST 47TH STREET.

advertised, but has also helped to create a market for other American goods.

"Thus every article of merit which the United States sends to foreign markets and properly and systematically advertises makes it easier for each succeeding effort. We have built up here a strong and steadily growing demand for our food products. If people eat our cereals and find them superior, they can be much more easily induced to try our coal, shoes, wares, furniture, implements, etc. Just so long as we continue to send superior goods to foreign markets will our exporters find public opinion and individual judgment more and more inclined to seek Yankee goods.

"Every American advertising success abroad stimulates a wider range of exports and makes the way smoother and easier for all concerned.

"I have seen this United States consulate as crowded by local merchants seeking information as the office of a famous advertising agent. All the leading trade papers in every line of business are received here, carefully classified and placed ready for immediate reference. By this complete system of

fining the export and trade papers I can at once give a list of American houses dealing in or manufacturing the goods required.

"I have pointed out as best I can the peculiar needs of this locality; the likelihood or the reverse of probable markets for different lines of goods; the pitfalls to be avoided: the pathways to be followed. There is yet plenty of room here for men who can build, command and hold trade.

"One other error our exporters make which probably costs them many thousands each year is their practice of lettering the bales and cases containing their goods in English. I have often seen at the custom house here boxes, etc., labelled, 'Fragile; handle with care.' Or, in other cases, 'This side up, with care.' Now, as a matter of fact, we might as well expect a stevedore in New York to read the labels on a Chinese tea chest as to ask the men who handle foreign goods in this port to read English. It gives them trouble enough to decipher their own language when plainly printed. Consequently, when the bale, package or case enters the steamer at New York all warnings, caution or advice printed upon it might as well be done in uncial Greek as in English."

Liberty Rings out First.

First of the crop of 1904 catalogues, that of the Liberty Bell Co., Bristol, Conn., tells of the concern's offerings for the approaching season. The worth of the Liberty product is well known, while the range of style is wide, covering every imaginable want of the cyclist, and embracing both plain and ornamental patterns.

Two popular styles are the 35-C.M. Liberty and the "Winner" standard bells. The former is a continuous ringing chime, which requires no winding. It is a bell with a tasteful decoration, measures 2¼ inches in diameter, and gives a very effective alarm. The "Winner" is a cheaper bell, but is also a continuous ringing chime, requiring no winding. It also measures 2¼ inches in diameter.

Coney Island Hotel Keepers Howl.

Hotel keepers on Coney Island, in looking after their own business interests, are coming forward to help cyclists. The proprietors of various places of amusement on Coney Island are to make a united appeal to the Brooklyn Park Commissioner to have the cycle paths of the Coney Island Boulevard repaired. They claim that the paths are now in such poor condition that cyclists do not like to use them, and the falling off in the use of the paths by cyclists hurts their business. It would seem that the injury to the business of the bonifaces might be in a measure recompensed by the additional braces that men would naturally buy after a ride over a rough road.

British Exports Still Bullish.

The British cycle exports for September reached a total of £58,144, as against £57,724 last year. The total for the nine months was £684,438, which compare with £526,805 in 1902 and £410,248 in the preceding year.

Where the Coaster-Brake is Paramount.

Our prophecy as to the future of the free wheel has been amply fulfilled, says the Cycle Trader. There is hardly a firm of repute to-day who catalogue cycles without free wheels, except in the case of juvenile machines or racing mounts. In the case of the motor bicycle the free wheel clutch is, of course, an absolute necessity, and has become a universal fitment.

But what we would draw attention to more particularly is the remarkable perfection of workmanship and material which has been necessitated by the introduction of this little device. If we look round among power-transmitting devices in all branches of mechanical engineering we shall be unable to find any other mechanism so small or delicate transmitting so much power under such unfavorable circumstances. It is rarely now that any great number of complaints are heard about broken clutches; indeed, the breakages of these parts, as well as the chain, are now comparatively things of the past.

All this has been brought about by a most minute study of the materials and processes necessary to get the greatest efficiency and strength in the smallest possible compass. To this end the cycle maker has had to make such a study of steel and hardening processes as he was not previously called upon to make. He had also to design auto-

matic machinery for turning out these small parts in enormous quantities and with remarkable accuracy. Such has been the experience which he has gone through that we believe it has had a very great educative effect on the cycle engineer. He has learned things he never knew before, and that knowledge has enabled him to perfect other parts of the machine all tending to a higher ideal of construction and manufacture. So that it may safely be said that the free wheel—small and apparently insignificant device as it is—has really had a much greater effect on the welfare of the sport and the industry than the mere casual observer would at first admit.

The lesson to be learned is that all these new devices which add to the comfort of the rider—either in cycle or motor construction—should be pushed along by press and trade. They mean increased demand and better prices.

Walthour to Enter Business.

"Bobby" Walthour announces that Atlanta is good enough for him and that he will resist all blandishments designed to lure him elsewhere. Recently he received an offer to go to Birmingham, Ala., and open an athletic goods store there. He went there to look over the situation, but finally decided to decline the offer. There is a probability that he will open a store in Atlanta instead.

Symptoms Plain but Could'nt Read Them.

"How stupid we are sometimes. The cause of a trouble is so evident—after it is found—that the wonder is how it could have been overlooked." The speaker was a motorcyclist of more than a year's standing, who was plainly disgusted with himself.

"I was going along the other day, and when near the end of a long run my engine suddenly stopped. There was no warning of any kind—and that, in view of the cause of the stoppage, is the queer part of it. One minute the machine was going along all right; the next it stopped short. I got off and made the usual superficial diagnosis, but without any success in locating the trouble. I couldn't get any compression, nor, of course, any explosion. I spent half an hour or so on the machine, then mounted and pedalled it into the next town. There I was lucky enough to find a repairer who knew something about motors, and he set to work on it.

"It wasn't two minutes before he put his finger on the exhaust valve and said: 'There is something wrong here.' Sure enough, that was it. The valve didn't seat properly, and that caused the whole trouble. The man took a pair of cutting pliers and nipped off a coil of the spiral spring, then emery papered the seat, and, presto! the thing was done. I was out half a dollar and in a useful tip.

IMPORTANT NOTICE

We Own United States Handlebar Patent No. 586,786, Dated July 20, 1897

The Patent has two claims, covering substantially a split ring to receive a Handlebar, in combination with an expansible shaft and a bolt passing through a split ring and into a nut adapted to be drawn into the shaft and expand the same.

**BUYERS ARE WARNED AGAINST BUYING SUCH
HANDLEBAR STEMS**

From any but ourselves and our licensees, The CHICAGO HANDLEBAR COMPANY, Chicago, Illinois, and IDEAL PLATING COMPANY, Boston, Mass. We will vigorously prosecute all infringers.

POPE MANUFACTURING COMPANY
New York, N. Y.

MOST ADVANTAGEOUS GEARS

Student of Subject Points Them out and Suggests Proper Crank Lengths.

"There is one point which, in discussing the advantages of variable gears, has been generally overlooked, and as these devices are surely coming into greater favor I make no apology for referring to the subject and explaining the point in question in some detail," says a correspondent of the Irish Cyclist.

"I have heard the opinion expressed many times that there was no material gain in power when using the lower gear, and that if there were any advantage it was completely discounted by the faster rate of pedalling, which was even more exhausting than the harder pushing of the high gear.

"In my opinion, and I have had a long experience, the reason for this unsatisfactory result is entirely caused by the fact that the lower gear is in many cases too low to properly maintain the momentum or way of the machine without excessively fast pedal action.

"Every experienced rider knows quite well that whether on the level or uphill or against a strong wind, there is one really easy pace at which he can ride well within his power, and which drives the machine along with a swing and without the least drag. This pace may vary according to the conditions, which are chiefly governed by wind and gradient.

"My view is that the correct remedy is a proper combination of gearing and length of crank to suit the peculiarities of the rider, and that as the use of variable gears increases this point will be better understood, and in consequence riders will obtain most satisfactory results.

"I am inclined to the opinion formed by close observation during the last few years that the great majority of cyclists use a gear which is far too high, and that they would ride through a day's journey, or when touring, with greater ease and speed if their machines were geared, say, six inches lower. For a rider of average strength a gear of 72 inches, driven with a 6½-inch crank, is plenty high enough, and this gives a ratio of crank to gearing of 1 to 11.

"I will suppose, for the sake of illustration, that a cyclist well suited by this gearing wishes to have a two speed hub fitted to his machine. I should in this case recommend a slight increase in the high gear—making ratio 1 to 12—viz., 78, so that the low gear would be 59, or a ratio of just under 1 to 9. With this gearing a machine can be ridden with comparative ease up steep hills and against the wind without loss of momentum and without excessively fast pedalling.

"I have, however, another and even better combination to recommend, which in my experiments during the last two seasons has given excellent results. I have found that by keeping the higher gear at a ratio of 1 to 11

I derived greater advantages as I increased the crank length. With 7-inch cranks the gears were 77x59; with 7½-inch they were 81x61, and with 8-inch they were 88x66. My trials with 7-inch cranks gave me easier cycling than with 6½-inch cranks, but with 7½ or 8 inch cranks (and I prefer the latter) the gain in the pleasure of riding was infinitely greater and created quite a new interest.

"The delight of sweeping along a good undulating road on 88 gear, together with the comforts of slow pedal action, is superb, and must be experienced to be appreciated. Then the knowledge that you would not have to 'pay' for it by the fag of climbing the first long hill because your lower gear would ease that also, greatly adds to the enjoyment. With a low gear of 68 inches and 8-inch cranks to push it—a ratio of 1 to 8½—the machine can be ridden up any hill with a decent surface without undue exertion, and, most important of all, without having to pedal fast and produce exhaustion.

"For autumn and winter riding I regard a variable gear as indispensable, always provided that the lower gear is not taken too low—this is an inflexible condition to successful use. On the low gear of, say, 65 or 68, good pace can be made on the wet winter roads, while if the roads be dry on comes the high gear with advantage.

"There need be no fear of trouble with the Hub two speed gear if properly adjusted, and the instructions given are clear and very simple, so that even the tyro need not hesitate.

"As regards the increased friction when the low gear is in use, my experience is that it is almost a negligible quantity, and I never notice it. At all events if the correct combination of gear and crank length is followed, there is so much surplus power that the little extra friction need not be considered, particularly if a good quality lubricant be used."

As Usual!

In the New York Motor Cycle Club's 100 miles' Regularity Run November 3d, there were 17 starters—4 of them on Indians.

NINE MEN EARNED MEDALS

Of the Nine

Four Rode INDIANS

Enough Said!



You can depend on the Indian to "get there" every time. As we have said its record is a consistent one—not merely an occasional victory by a lonesome rider, but of repeated winnings in all forms of competition by many riders in many parts of the country.

What sort of a Motor Bicycle do you ride or sell, or intend to ride or sell?

HENDEE MFG. CO.

SPRINGFIELD, MASS.

RIDE A

Cushion Frame

MODEL.

The Highest Grade

OF BICYCLE CONSTRUCTION AND THE MOST

Luxurious Bicycle Made

ALL DEALERS.

FIRST FOREIGN TOUR

**Recollection of the "Fortunate Five" as
Related by a Briton who Met Them.**

The Fortunate Five, as the first American party of tourists was dubbed, reached the shores of England on the City of Richmond in the first week of June, 1880. There have been many American tourists since—public, semi-public and strictly and unutterably private—from the big crowd personally conducted by the late Mr. Elwell to the solitary and secretive Karl Kron, but no party, it may be safely asserted, ever aroused so much interest as the first—consisting of that gentleman, preferably known as "Papa Weston"; Dr. Adams (of course, known as "The Doctor"), J. S. Dean (whose sobriquet was acquired in the course of the tour), G. C. Thomas (who, by reason of an inquiring mind and a desire to probe statements to the bottom before he accepted them, was dubbed "Doubting Thomas"), and T. N. Hastings (several inches over six feet in height, and thus inevitably the "Little 'Un").

In those merry days the B. T. C. was a great institution; it had extended its ramifications across the Atlantic, and all the tourists were members—Papa Weston an office holder (consul for America, I think). Dr. Adams had fallen to his persuasive eloquence on the way over, and a deputation from the club went out in a launch to welcome the visitors.

It was the Bicycle Touring Club which, in fact, awakened the enthusiasm of the English cyclists, and the entertainment offered to the Fortunate Five has never been again equalled. They were entertained at dinner at Coventry one day by Messrs. Bayliss, Thomas & Co., and the next by the B. T. C., under the presidency of Mr. Stanley J. A. Cottrell; they also dined with the Bath Wanderers, with the Winchester and County Cycling Club, and finally with the bicyclists of London at Anderton's Hotel. At that time, as was said many times in the speeches, there were some three thousand cyclists in America at a liberal estimate, but the hope was expressed that the number might increase. It did.

When "Ye Ancient" rode out of London to meet the party he encountered them at Maidenhead. Frank Weston, in dark brown corduroy, with the five pointed star of the Boston B. C. on his cap, was first seen. The evening was passed on the river, enlivened by songs, "In the Morning" being the star turn, with occasional blasts upon that awful engine, the calliope whistle (which was much affected by American cyclists at this time)—a terrible weapon, from whose shrieks the stoutest hearted cur fled aghast. The next morning Windsor Castle was visit-

ed; anything old was an immense attraction. One of the Americans dismounted the whole party to gaze at a date over some almshouses—"Before America was discovered," he said solemnly. The "Member for America" (Thomas) was very much exercised in his mind over the sentries at the castle.

He gazed at them long, and asked innumerable questions as to their functions, and was obviously disappointed when told that even if he watched for, say, half an hour, he would have little chance of seeing them "jab one of those things into a person." "Those things" were the bayonets. Finally, he dismissed the subject by remarking that in America a man would not have to wear a hat like that (that is, a busby) to undertake the job. The guide at the Norman tower stated that a subterranean passage nine miles in length started from the tower. Oh that poor guide! Never was a man so heckled and cross-examined. We sat about holding our sides, but Thomas was not to be denied, and finally expressed emphatically his disbelief. For the next American party there was no tunnel, "you bet!"—not a nine-inch worm hole, as far as that guide knew.

Hastings purchased a pipe "hundreds of years old." Thomas argued about that pipe, and pointed out that tobacco was not known at that remote period. This looked like a crusher, but the amiable Hastings comforted himself and retained his faith. "I guess they smoked cigars with it," he said. The royal stables proved the climax. It looked as if all the visitors were impressed; they saw the carriages, the sleighs, the droskies, the horses and the magnificent harness. This at least impressed them, it was suggested. The member for America pondered a moment, and then remarked that he knew some dairy farm stables in the neighborhood of his prairie home which were as good as, if not better than, her majesty's, always saving and excepting the fact that the attendants therein did not wear yellow waistcoats.

The Americans had a good time, and an English party to America for 1881 was planned, but it did not come off. In fact, beyond racing parties to the States, I do not recall that any body of English cyclists have ever crossed the Atlantic on similar lines. The attraction to the Fortunate Five and many other Americans who have visited us since 1880 is to be found in our roads, which make it possible to take long trips awheel from town to town throughout the country. In America, though there are large districts which afford good touring grounds, there are immense gaps between them, which the American cyclist for the most part prefers to cover "in the cars." The tours of American clubs, in the early days at least, were freely dotted with references to the "cars." Frank W. Weston is still flourishing, and his name annually appears on the invitation (never yet accepted by "Ye Ancient," alas!) to the "Wheel around the Hub," a reproduction of the first big ride of the Boston Bicycle Club around that city. The oldtimers assemble, go over the old route, play solemnly that game of "alleged baseball," and Papa Wes-

ton is on hand. J. S. Dean is now Judge Dean. Of "The Doctor," "The Doubter" and the "Little 'Un" no word has reached us across the years. Let us hope they are well and flourishing.—("Ye Ancient," in the London Cyclist.

Omaha's Old Timers Bestir Themselves.

Memories of "auld lang syne" were revived recently at Omaha, Neb., when eight of the charter members of the Ganymede Wheel Club enjoyed a reunion and short road run to Ruser's Park, ten miles, and back. In the party were Ed L. Duquette, George E. Williamson, R. W. Bixby, J. W. Jacobs, W. D. Carothers, G. T. Dahl, H. B. Barrett and R. P. Robinson, all old timers.

The party left the Ganymede rooms at 9:40 o'clock and arrived at Ruser's at 10:30. There an hour was spent in renewing old acquaintances and rehearsing reminiscences of the events of former days over a tempting Dutch lunch, after which the riders pumped back to the city against a strong wind, reaching home at 12:30 o'clock.

The outing, one of the most enjoyable of its kind, was the happy thought of "Billy" Carothers, whose suggestion was acted upon by Duquette, to whose efforts is due the fact that the old riders got together. It is likely that the outing will be followed by others.

Germany Gets it "Dutch up."

There are now two one-mile champions of the world, so called. It will be remembered that in the final of this race—run at Copenhagen last summer—a row occurred, resulting in the disqualification of Reed, the English qualifier. This was afterward rescinded, and the race ordered run over in London. Engelmann, the German, who had won the event which was ordered run over, refused to reopen the matter by riding again, so Reed and another Englishman, Benyon, competed, and Reed won. Now the German Tracks Association ignores Reed and proclaims Engelmann champion.

Providence Motorcyclists Pledge Support.

The Providence (R. I.) Motorcycle Club will hold its first annual banquet this month. The exact date is yet to be decided upon. The club has entered heartily into the spirit of the movement by passing a resolution to the effect that all its members must join the Federation of American Motorcyclists by March 1.

Canadians Want Tax Abolished.

The Canadian Wheelmen's Association has asked the finance committee of Montreal to abolish the annual tax of \$1 on bicycles. The request was laid before the committee by Louis Rubenstein, representing the local district committee of the association.

"Bill" Martin to Marry.

Martin—"Pluggie Bill"—is to become a Benedict. From Australia, where the old-timer now is, comes the news that he is about to lead a blushing bride to the altar.

COMBINE

the best and easiest running Bicycle and the best and most comfortable Saddle and you have the ideal in cycling—a combination that will create new riders and cause old riders to ride the more and to recommend the wheel they ride.



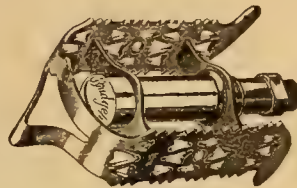
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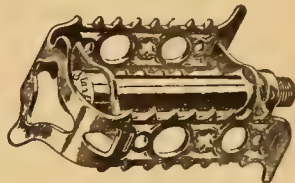
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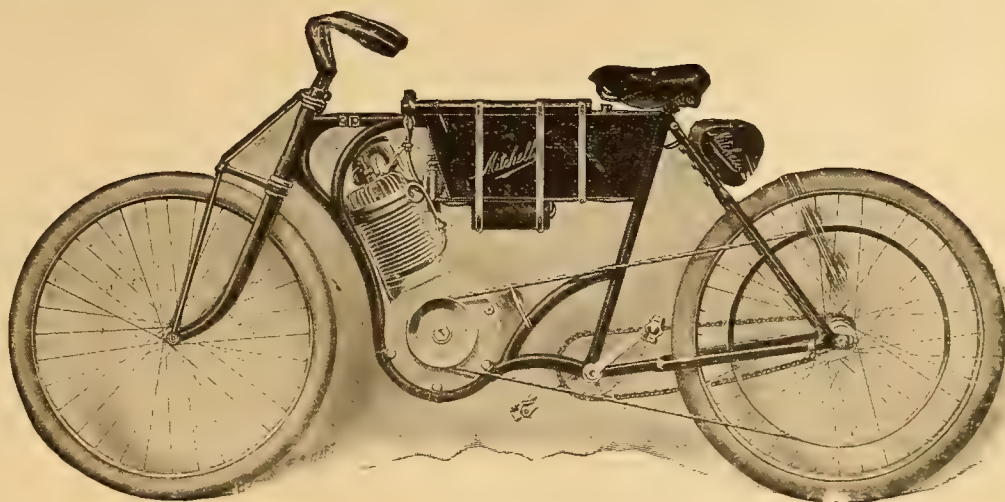
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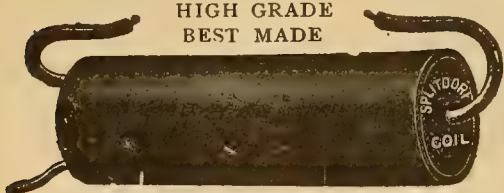
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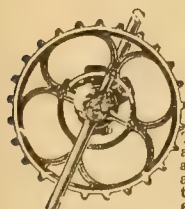
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Applicable to any Motor Bicycle.

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Send for sample tires before you buy elsewhere.

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SPROCKETS.

We supply nearly all
the best trade.

PARISH & BINCHAM CO.
CLEVELAND, OHIO.

Poor Stock That Didn't Pay.

"There is one dealer who must begin to suspect by this time that it pays to buy good goods," remarked a veteran rider to the *Bicycling World* man. "One experience of the opposite sort must have cost him a few dollars.

"I stopped in the other day and bought a tube of patching cement. Apparently it was all right, although I did not examine it closely. But the next day, when I came to use it, I was astonished to find that it was entirely empty. When I unscrewed the top and squeezed the tube nothing came out but a little air. Of cement it contained not a vestige. I had met with similar experiences; had taken a tube out on the road and found it empty; but that was when it had been in the repair kit for months—perhaps for a year—and I was not altogether surprised to find that the contents had evaporated.

"But this was different. I resolved to go over to that dealer and give him a piece of my mind. So I went there prepared for trouble, thinking he would try to dodge out of making good. But he did nothing of the sort. It was another salesman who waited on me, and without a word he walked over to the box and took out another tube. Opening this, he found it to be empty also. A second was likewise innocent of cement, as was still a third. He did not pursue the matter further, but went to another box and took out a tube. This I saw was of quite a different sort. It bore the name of a well known rubber concern, and the top was sealed.

"You will find that all right, I think," he said.

"He was right, for it proved to be full of a thick, 'tacky' cement that proved to be just the thing I wanted. As I sized the matter up, the dealer had been trying to palm off an inferior grade of cement, and the entire stock had proved worthless."

Soap to Keep Steel Bright.

To harden a small, bright steel article so that, when hardened, it will continue to be bright, try a coating of common hard soap, which may be slightly moistened for the purpose, or immerse in soft soap, before heating. This may not fully accomplish the purpose, but it will prevent any great degree of oxidation. It should be noted, however, that the piece will not harden as hard as it would if soap were not used.

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If you are not familiar with the line of

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permit us to post you. It will be apt
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LIBERTY BELL CO., Bristol, Conn.

The Week's Patents.

742,831. Pneumatic Tire. John R. Brunt and Richard C. Pitt, Christchurch, New Zealand. Filed April 9, 1902. Serial No. 102,081. (No model.)

Claim.—In combination with the ordinary pneumatic tire and the wheel rim, an emergency tire normally deflated and arranged between the rim and the ordinary tire, the said emergency tire having its ends closed, a sleeve joining the said closed ends but forming no communication between them, and the valve stem for the ordinary tire passing between the closed ends of the emergency tire and through the said connecting sleeve, substantially as described.

743,133. Gearing. Mark E. Bacon and

Charles H. Bacon, Flushing, Mich. Filed May 13, 1903. Serial No. 156,904. (No model.)

Claim.—1. The combination of a driving gear having a plurality of varying gear faces thereon, a driven shaft, a shiftable gear having connection with the driven shaft and coacting with the driving gear, and means for shifting the shiftable gear, said means for shifting the gear comprising a nut in connection therewith, and a screw with which the nut coacts.

"The A. B. C. of Electricity" will aid you in understanding many things about motor bicycles that may now seem hard of understanding. Price 50 cents. The Goodman Co., 154 Nassau street, New York. ***

Cast steel and tool steel may be made hard throughout the bulk by simple quenching in water when at a blood red, but the resulting piece would be extremely brittle and liable to fracture under shock, hence the secondary process known as "tempering."

In dealing with high carbon steels, the initial process of hardening renders the steel intensely hard, so hard that, generally speaking, it is useless for its particular purpose unless the hardness be to some extent sacrificed to produce toughness. This may be accomplished by first making the steel as hard as possible by raising it to the greatest heat it will stand to resist the always present tendency to crack when dipped in the cooling bath of water, and then reheating it to a much smaller degree and again quenching. The result will be a piece of metal that will combine hardness with toughness.

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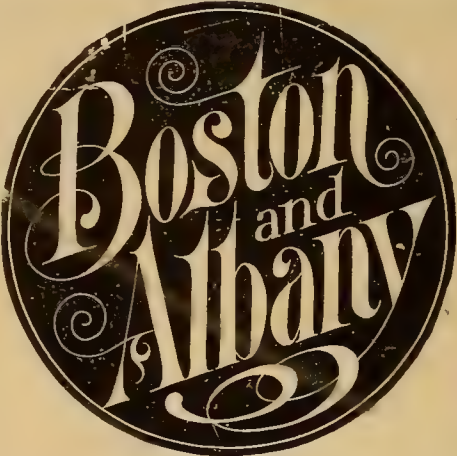
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" Rochester	9.45 "	1.15 "
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" Toledo	5.55 A.M.	8.25 "
" Detroit		3.15 P.M.
" Chicago	11.50 "	

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The Bicycling World

AND MOTOCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVIII.

New York, U. S. A., Saturday, November 21, 1903.

No. 8

FIKSK'S FIGURES FAVORABLE

They Bear Out Belief of Assignee That All Claims Will be Paid in Full.

More than 90 per cent. of the creditors have already assented to the assignment of the Fisk Rubber Company, and Assignee Mayo states that the original belief that all claims would be paid in full is fully justified by the prospects as they now exist.

The condition of the concern on October 13, when the assignment was made, is disclosed by Mr. Mayo in the following statement:

ASSETS.

Real estate.....	\$35,704.61
Machinery and equipment.....	31,072.47
Supplies	3,326.62
Mdse. finished	58,150.70
Mdse. raw and in process.....	35,847.77
Branch equipment and supplies..	3,020.63
Patents and patent rights.....	7,880.15
Notes and accounts received.....	50,110.34
Suspense	2,278.12
Cash	5,195.68

Total assets\$232,587.09

LIABILITIES.

Preferred claims, taxes and labor.	\$1,592.47
Notes and accounts payable.....	235,888.49

Total liabilities\$237,480.96

The patents and patent rights are listed at their exact cost, and the amount is so modest that all who are familiar with the construction of the Fisk detachable tires will agree with Mr. Mayo that they are worth very much more.

Receiver for Baltimore Company.

A receiver was appointed yesterday for the Tribune Hardware and Specialty Company, Baltimore. The answer filed to the bill admits the company to be hopelessly insolvent. John J. McElroy is president of the company, which originally dealt with bicycles exclusively. Some three years since hardware was added and the title of the concern changed.

A. B. C. Stocks Withdrawn From List.

The common and preferred stocks of the American Bicycle Company have been stricken from the New York Stock Exchange shall, because of deposits under the re-amount of outstanding shares is now very small, because of deposits under the re-organization plan.

Injunction Proceedings not Pressed.

The injunction proceedings brought against the Canada Cycle & Motor Co. on behalf of the estate of the late William Cargill, M. P., which prevented the shareholders from acting on a proposition to reorganize the company, have gone no further than the serving of the papers, which broke up the meeting convened on October 30 in Toronto. An adjournment for five weeks was made at that time.

In the mean time the matter was to be heard in court, but the date upon which the temporary injunction was returnable has passed and no motion has been made for its continuance. The inference is that the proceedings will not be pressed, but the adjourned meeting of the shareholders is still several weeks off.

To Take Over Paris Factory.

The American Saddle Company, with principal office at No. 76 East Park street, East Orange, N. J., was this week incorporated under the laws of that State with a capital of \$50,000 and these incorporators: Albert Pope, Albert L. Pope and Paul Walton, all of East Orange.

According to Colonel George Pope, of the Pope Manufacturing Company, the new corporation is designed merely to take over the saddle factory that has been maintained in Paris.

Canada Co. Says "Can't Fail."

Due to what source is unknown, but from somewhere the report went abroad in New York this week that Canada's big corporation, the Canada Cycle & Motor Co., had gone into the hands of a receiver. The Bicycling World's telegraphic inquiry, however, brings an unqualified denial of the rumor from the company itself.

"Absolutely no truth in the report. Nothing of the kind is possible," is the language of the wire from Toronto.

French Motorcycle Makers Organize.

For the protection of mutual interests, and for other objects, the French manufacturers of motor bicycles have formed themselves into a Chambre Syndicale, with M. Mouter as president and Eugene Werner and Georges Knap vice-presidents. Offices have been opened at 77 bis, Avenue de la Grande Armee, Paris.

CHAIN GUARANTEE CHANGED

Manufacturers Will no Longer "Make Good" After Chain Has Been Used.

The chain manufacturers no longer intend to "take chances" or to accept long distance explanations or descriptions of troubles alleged to be due to faults of the chains themselves. Henceforth before "making good" or allowing any claims they will require that the chain be submitted to them for actual inspection. The agreement on this point has taken the form of a radical revision of the guarantee which has heretofore applied. While it grows out of abuses existing chiefly in the automobile trade, the new guarantee will extend as well to chains for bicycles and motorcycles. Its exact terms are as follows:

"We will replace such chains as in our judgment show defects in workmanship or material, provided same are returned to us for inspection, transportation charges prepaid. We agree to prepay return transportation charges to consignor on all replacements.

"On account of the various conditions under which chains are used and cared for, we cannot guarantee the certain performance of any chain, and will not replace chains or parts which have been used. Customers should inspect chains as soon as received, and report any supposed defects or complaints before returning same."

Weymouth Concern Goes Under.

The Sylvester & Jones Company, East Weymouth, Mass., have filed a petition in bankruptcy. The "company" were manufacturers of motor bicycles in a small way—a very small way. Both Sylvester and Jones were formerly employed in the Marsh factory at Brockton, but becoming ambitious they set up for themselves. They had everything but sufficient capital. The outcome was practically a foregone conclusion.

Creditors Accept Blake's Offer.

The E. P. Blake Company, Boston, will continue in business under the old title and with E. P. Blake as manager. The creditors have accepted the offer of 30 per cent that was tendered and given Blake three months in which to make settlement.

TO CONTROL CORPORATIONS

Proposed Regulation of Companies Engaged in Foreign and Interstate Commerce.

Washington, D. C., Nov. 16.—A bill has been introduced into Congress for the purpose of regulating corporations intending to engage in foreign or interstate commerce by Representative Palmer, which provides for the granting of charters to corporations for an indefinite length of time, subject to annulment by Congress, whenever such corporations shall be deemed to be injurious to the public at large.

It is provided that such corporations may maintain and defend judicial proceedings in any court; that they may make and use a common seal and alter the same at pleasure; they may hold, purchase and convey personal or real estate, stocks and bonds, and may secure the same either by purchase, devise or bequest. They may appoint and remove all necessary and proper officers, may fix their compensations and define their powers and duties. They may issue one or more classes of stock; may make by-laws and may wind up or have their affair wound up, according to means laid down in the bill.

All charters must be subscribed to by five or more persons, and must show the names of the incorporators, countries and States in which it does business, the county and State in which its principal office is to be located, period, if any, of the limit of its existence; names and residences of its subscribers; number of shares subscribed to by each; number of directors, and the names and residences of those chosen for the first year; amount of authorized stock, which cannot be less than \$2,000; number of shares into which the capital stock is to be divided, the par value of each share of which shall not be less than \$25; and the description of the class or classes of stock to be issued. Statement must also be made of the value of the real or personal estate owned; the highest amount of liability or indebtedness which it may at any time incur, and whether or not it is to be a limited responsibility, and if limited, then each stockholders' liability for the payment of incurred indebtedness.

The regulation for the conduct of the business of any corporation may be such as the incorporators may choose, but they must not be contrary to the provisions of the Act nor to the Constitution of the United States. Ten per cent. of the capital stock must be paid up before any certificate of incorporation can be granted, and 50 cents per thousand must be paid into the United States Treasurer on the capital stock, up to \$5,000,000, and 10 cents on every thousand in excess of that amount. Similar amounts must be paid into the Treasury if at any time the stock is increased, and these payments are to be in lieu of all other taxes upon the franchise of a corporation, but not in lieu

of any taxes imposed by law upon the property of the corporation, or upon the shares of its stock in the hands of its stockholders. Nor does it release the corporation from a responsibility for State and other taxes on its property.

No such corporation shall be allowed to commence business until at least 50 per cent. of its authorized capital shall have been subscribed for by bona fide subscribers, and until at least 10 per centum of such subscriptions have been paid, which must at least aggregate not less than \$1,000. The full particulars of the makeup of each corporation must be filed with the Secretary of the Department of Commerce and Labor. It is further provided that each corporation created under the Act shall have its affairs directed by a board of not less than three directors, each of whom shall hold not less than ten shares of the capital stock. The whole amounts of the debt of any corporation must not at any time exceed the amount of its capital stock actually paid in unless such debts be for unpaid money for lands bought, the debt to be collectable on such land, and the directors are in that case to be individually liable for their respective shares of such debt so long as they remain in office and until the amount of the debt shall be reduced to the amount of the capital stock.

Every corporation shall have the right to issue two or more classes of stock, but the preferred stock can never exceed one-half of the actual capital paid in cash or property.

Dividends would be payable yearly, and must not exceed 8 per cent. No dividends shall be paid other than from the profits of the business.

The publishing of a false statement or representation of the business of any corporation, would result in each person interested in bringing out such false representation or statement becoming liable individually for any loss or damage resulting therefrom.

In the case of the failure of any corporation wage liens other than salaries for the officers of the corporation, shall have preference.

A charter will become forfeited if the business it is to cover is not commenced within two years from the granting of same.

Consolidation may be brought about between any two or more corporations, but the intention to do so must be duly advertised before and definite step in that direction is really taken. The agreements covering such consolidation must be filed with the Secretary of the Department of Commerce and Labor and must be approved by him before any final steps can be taken.

The bill has been referred to the Committee on the Judiciary.

Motorcycles for German Army.

An order for one hundred motorcycles has been given by the German War Department, and the machines are intended for use in scouting. With a view to the dangers of such service the tires are to be protected with thin covers of sheet steel.

MINUS PUMPS AND KITS

Hereafter Tires May be Purchased Without Them—Allowance is 10 Cents.

A time honored custom that has been honored by strict observance since the pneumatic tire was universally adopted is that of sending out a pump and repair kit with each pair of high grade tires. This custom is now to be interrupted in its steady flow, and it seems likely to become almost obsolete.

The dealers hereafter will have the option of refusing to take the pump and kit with tires with which they are specified, and when they do so they will get an allowance of 10 cents from the price of the tires.

The dealers are welcoming this change in custom in a way which indicates that it is a gratifying move, and one of which they will avail themselves so freely that there will, for a time at least, be few repair kits and pumps sent out with tires. Most of the retailers have big stocks of pumps and kits, and will for some time to come "take the money."

The reason the move is a welcome one is that for years the dealers have been trying to get the tire makers to keep pumps and kits and make them an allowance for them, but this the makers refused to do.

The retailers do not need a pump and repair kit with every pair of tires. When they put on new tires for a customer they do not hand out the accessories, for the rider does not want them. The consequence has been that the dealers have had stocks of useless repair kits, the cement in which dried up, and stocks of pumps accumulating on their hands. At the end of each season it has been the custom to sell the pumps for old brass. This was a senseless waste, but they kept on taking the pumps and kits, because if they did not take them they got no allowance.

The move on the part of tire makers to adopt the plan of making 10 cents allowance is a general one.

C. R. C. of A. State Nominations.

One of the best long distance road riders in this country, Charles A. Shoenart, of this city, has received the nomination for New York State Centurion. Shoenart has been chairman of the century committee, and in this position has shown executive ability. It is generally believed that Shoenart will be unanimously elected. Fred Mommer, the present secretary-treasurer, has again received the nomination for the office which he fills.

Successfull French Club.

The Touring Club of France is far and away the strongest national body of cyclists in existence, and its growth is very large each year. The present membership is 84,113, which is an increase of 6,576 over what it was at the corresponding period last year.

CHANGES IN POPE LINES

Rigid and Cushion Frame Chainless Reduced in Weight—Detail Improvements.

Reductions in the weights of the chainless models of the Pope line, together with a number of detail improvements, now first made public, constitute the changes in that company's 1904 line. The weight reductions amount to two pounds in the case of both the rigid and cushion frame chainless, which has been obtained without any sacrifice of strength.

In the rigid frame chainless, models 134 and 135, the steering head has been shortened, the seat mast straightened up and rear wheel brought in closer to the crank hanger by about half an inch. The wheel base forward of the crank bracket is also shortened about half an inch, making the total wheel base of the completed bicycle about one inch shorter than the corresponding model of 1903. The upper rear forks are made of an oval shape instead of D tubing; this gives a light appearance and also stiffens the construction at this point. The socket head is of the flush type, similar to that supplied this year on model 101. New rear forks are provided. The seat post cluster is of the same design as model 101. The rear yoke of the chainless, instead of being made of heavy tubing and malleable castings, as in last year's models, is now made of one light, hollow drop-forging. The latch is of the same construction. The shape of the rear yoke and latch has been modified so that it is now possible to remove the gear covers without taking out the rear wheel of the machine.

The reduction in weight, as stated, has been accomplished without sacrificing strength. For instance, the crank hanger bell, in which the large gear revolves, takes none of the driving strain of the chainless mechanism, and is made of lighter gauge steel. The crank hanger dust cap, instead of being threaded on the edges and screwed into the crank bell, is constructed so that it snaps into place like the crystal of a watch. This method of fastening was used during the past season on the cover of the spring socket of the motorcycle. By adopting this fastening several ounces of weight are saved at this point. The sleeves which carry the crank hanger bearings has been drilled full of holes, making a slight saving of weight there. Some stock has been taken off the body of the 40-tooth gear. The shortening of the rear shaft, caused by bringing the rear wheel in closer to the crank hanger, also effects a saving in weight.

In the cushion frame bicycles, models 136 and 137, there are embodied all the changes in construction made in models 134 and 135 of the regular chainless machine. In addition to these changes, there are improvements in cushioning appliances, which have reduced the weight on this machine, over the corresponding model of this year, more than

two pounds. The upper rear forks, instead of being made in two pieces connected by a casting, are built from one continuous piece of tubing, large in the centre at the arch and tapering to the rear-fork lug on both sides. The seat post cluster has been lightened several ounces. The rocking joint at the crank hanger has been changed so that it presents a neat appearance, which on first inspection differs but little from the ordinary chainless bicycle. This is another point at which a radical saving in weight has been effected. In other words, the new chainless cushion frame bicycle for 1904 weighs no more practically than the ordinary chainless bicycle of 1903 without the cushioning attachments.

Mossberg's Mottled-Finish Wrenches.

Mottled finished wrenches form the novelty of the 1904 line of the Frank Mossberg Company, Attleboro, Mass. Option of this finish or of nickel plate is given, the price being the same in both cases. The mottled finish presents a surface with variable shades, giving a very practical mechanical effect.

The Mossberg line is a comprehensive one. The Sterling No. 1 and No 2 are, respectively, a pocket wrench—furnished with a leather case at a slight extra charge—and a shop wrench, the latter being large and powerful, yet light enough to be carried in the pocket if desired. The Diamond No. 10 and No. 11 and the A-1 are cheaper wrenches, yet well made and very serviceable.

The Retail Record.

York City, Pa.—J. W. Richley; fire.

Amherst, Mass.—Edgar R. Bennett; selling out.

Falmouth, Mass.—Crocker Cycle Co.; new building.

Oakland, Cal.—B. C. Lund; chattel mortgage, \$500.

Winsted, Conn.—F. B. Catlin; chattel mortgage, \$1,633.

Pittsfield, Mass.—Fred M. Smith; chattel mortgage, \$150.

Manchester, N. H.—Edward Sargent; chattel mortgage, \$400.

Acme Scores Virtual Victory.

A virtual victory was scored by the Acme Cycle Company, of Elkhart, Ind., last week, in a suit brought against it by the Vim Company, of the same place. The action grew out of a fire at the Acme building, there being material in the building which each party insisted belonged to the other so far as responsibility for loss was concerned. The jury's verdict awarded the Vim Company only \$36, and charged the costs to it also Vim Company.

Racycles to Have Spring Forks.

Apparently spring forks will be a feature of the 1904 season. It has just developed that the Miami Cycle and Manufacturing Company has a fork of the sort that will be offered as an option or extra on the 1904 Racycles. No springs are employed in the fork which is essentially two twin blades of spring steel, the upper portion of which are rounded.

BUFFALO SPECIALTY SCORES

Gets Judgement Against Tire Fluid Infringers—Duryea Patent Again Upheld.

Quite a killing has been made by the Buffalo Specialty Manufacturing Company, Buffalo, N. Y., in its campaign against infringers of its tire fluid patents. Two judgments have been granted the Buffalo Company, which is known to be one of the most persistent proceeders against patent violators, and suit has been brought against still a third concern, for the purpose of bringing it to terms also.

The first judgment was obtained on October 23 last, when Judge Swan, of the United States Circuit Court for the Eastern District of Michigan, sitting at Detroit, granted it against W. H. Simmons and H. J. Ayres, individually and as co-partners, doing business under the name of the Linole Manufacturing Company, of San Jose, Cal., and Henry N. Yapp & Co., their Detroit representatives, against whom suit was brought in April last. The second judgment was granted on November 5 in the Circuit Court for the District of Colorado, Morris B. Hardesty, of Denver, being the party against whom it was obtained. In the same court a third suit has been brought, this time against the Bicycle Supply Company, of Denver.

In the Linole case the Court upheld the Duryea patent on tire fluids, now held by the Buffalo company, in sweeping terms.

"The said letters patent granted to the said Charles E. Duryea, assignor to the said Indiana Rubber and Insulated Wire Company, on the 9th day of March, 1897, and thereafter duly transferred to the complainant, is a good and valuable patent," the decision said:

"It is ordered that the complainant recover of the defendant . . . costs and disbursements taxed by the clerk of this court in this action, and that the complainant have execution therefor.

"It is ordered that the defendants, their agents, servants and workmen be, and they hereby are forever restrained and enjoined from making, selling or using, or causing to be made or to be sold, or to be used, any tire fluid or compound used or to be used to heal or to close vents or punctures in, or which may occur to pneumatic tires or other inflatable articles, or any device, mechanism or mechanical contrivance or other things whatsoever made or arranged or used according to the complainant's said patent, or differing therefrom only colorably, or by the substitution of mere mechanical improvements for the same."

Listing "Detroit Plan" Articles.

The officers of the National Cycle Trade Association were this week engaged in sorting out and selecting the various articles and brands of articles that are to be covered by the "Detroit plan." It is expected that the work will be completed and the full list be made public within the next ten days.



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NEW YORK, NOVEMBER 21, 1903.

As to Weight Reduction.

To the question whether present weights can be reduced without great difficulty and considerable cost, the counter query whether present weights are too heavy is often propounded. Each question had direct relation to the other, and both were likely to be answered in the same way.

As there are cycles and cycles, so there are weights and weights. Unquestionably there are some machines which are of the proper weight—neither too light for the all around use they get, nor too heavy for the average rider, who, after all, is the one to take into consideration. It is equally true that there are other machines which weigh too much and could, with entire propriety, be objected to on that ground.

After the first big cut in weights came, about a dozen years ago, the movement was very far from coming to a complete stop. The scaling down process continued for some years, finally going too far and being followed by the inevitable reaction. But there

was a vast difference between the first and the second stages of the weight reduction period. Where at first avoirdupois was cut off in big slices and gouged out in hunks, each operation being measured in pounds, the second period progressed by ounces. Makers literally milled, drilled and planed weight out for the reluctant parts, being satisfied with fractions of ounces where they could not get whole ones.

It is a similar course that must be followed in future weight reduction crusades. Abuses have crept in, parts that at one time would have had every ounce of superfluous metal taken out, have been permitted to pass unchallenged, if not unnoticed. Joints and lugs of all kinds, bolts and nuts, in some cases hubs and cranks, are among the offenders, and upon them attention must be concentrated whenever a reform sets in. One, two or three pounds can be saved in various machines, and without excessive cost or labor. Beyond that, however, it is doubtful if the reduction movement can go.

Impactical Motor Bicycles.

The motorcycle which paced "Tommy" Hall when he established his marvellous record of 54½ miles within an hour on a Paris track was of twenty-two (22) horsepower. And it is with such monstrous instruments as these that not only the paced records such as Hall's are accomplished, but that the "world's motorcycle records" which are periodically flashed by the cable are made. Is it any wonder that the Federation of American Motorcyclists seeks to effect an international agreement limiting the recognition of records to machines of normal capacity and construction and such as are fit for the use of normal man? It is time that some other term was found to describe the 10, 22 and 22 horsepower "freaks." To style them motor bicycles is to make the term empty and meaningless. To permit them to monopolize the record table is to make it not only valueless but ludicrous.

The Question They Dodge.

The fact that we ascribed not a little of the success of the Raleigh bicycle in this country and elsewhere to the performances of Zimmerman, and held that its expulsion from these shores was in no wise due to the duty imposed, as its makers blatantly asserted, was, of course, received with the derision anticipated. Like many of our own people, the Englishmen, generally speaking, will see but one side of the tariff question,

and are following the Hon. Joseph Chamberlain as geese follow their leader. The British cycling press fairly teems with figures showing the rise and fall of the British bicycle in America, and for the fall the tariff is, of course, blamed.

Not one of the parties to the discussion has, however, even mildly ventured to answer the question which we have so often propounded and which is the real key to the situation: How could the American tariff be responsible for the decline of the British trade in this country when the duty that then applied was the same that was in force when the British bicycle dominated the American market and was in greatest favor?

This question has been asked annually, if not several times each year. But never has an Englishman yet ventured to answer it. Our "dear cousins" appear to find solace in "playing ostrich." They certainly seem afraid to face the stern truth that an answer to the question would disclose.

On of the very few Britons that has handled the "free trade" side of the discussion is almost as fatuous and full of self-deceit, or blind conceit, as his brethren on the other side of the fence. He bolsters his case by singing this sweet lullaby: "Having as a nation reached a high stage of skill in labor, we employ other nations to do inferior work, and reserve the finished manufacture to ourselves, with the higher rate of remuneration which follows on more highly skilled labor."

Truly, "it is to laugh."

Why Tool Bags are not Carried.

Either of two deductions can be drawn from the decay which has overtaken the practice of carrying filled tool bags. It may be a result of better and more satisfactory machines and tires, which, in consequence of the improvement, give little trouble and require scant attention. The other theory is much less comforting. It is that less riding is done, and that the average rider will not, or cannot use, tools even if he has them.

As a matter of fact, there is truth in both theories. Machines have improved, to take that theory first. We know this by observation of the many hard and persistent road riders—men who think nothing of reeling off centuries under all conditions of roads and weather. They go far afield, sans tools and tool bag, and if they come to grief thereby they say little about it and never think of mending their ways and becoming more

provident. This could scarcely be unless the chances were overwhelmingly in favor of the ride being finished without accident or incident.

As to the "butterfly" rider, we must admit that he, too, is abroad in the land. A loose handlebar or saddle renders him speechless and helpless; a punctured tire is a matter as far beyond his remedying as a broken frame. Should anything go wrong he is obliged to call in assistance.

Fashion and the Bicycle.

It is highly gratifying to find occasionally some journal of general circulation looking fairly at the facts and printing so eminently just an editorial as the following from Collier's Weekly:

"When a new instrument of sport is introduced its fate is affected as much by fashion as by utility. The automobile may see some disastrous seasons before it settles down to its established economic place. The bicycle is now used almost solely for utility, which cuts the demand down to a fraction of what fashion was able to produce. A few independent persons are able to choose exercise and modes of locomotion to suit themselves, but many more are enslaved by the hour's caprice. The bicycle, when in fashion, brought happiness and health to thousands, who are now deprived of the stimulation and rest of their country rides merely because it is no longer 'the thing' to take pleasure in the wheel. The young man, who works in a shop all week, is on Sunday now likely to stand around on the streets or sit in a buggy or make a call in a parlor, when a few years ago he would have enjoyed some miles of pleasant travel in the open air. The bicycle, compared with other vehicles, is cheap, lasting, strengthening, and easy to maintain. Comparatively few can afford saddle horses, and there are many journeys which are better made with the wheel than with the horse. Health nowadays is fashionable, but sometimes excellent modes of acquiring it go out of fashion. Perhaps the bicycle will come in again. It hardly seems possible that so cheap and satisfactory an instrument of pleasure and utility can fail to rally somewhat from its present ebb."

Satisfactory as a Brake.

The coaster brake is very far from getting the full measure of praise which it deserves. Hailed by many of its users as the "greatest improvement since the pneumatic tire," it is railed at by scoffers, who see nothing good in it and would not have it at any price.

Very few riders credit the device with having put a stop for good and all to the seemingly interminable brake question. For many years the discussion regarding brakes raged, and until the coaster brake came we were just as far away from a solution as we were when the safety bicycle first became popular, or even when the high bicycle was still in use. The great majority of machines were put out without brakes, simply because no really satisfactory brake had been designed, while the machines fitted with brakes might almost as well have been without them.

All that has been changed. The rider who disdains brakes—and there are still a considerable number of such—uses a fixed gear machine, quite as a matter of course. Similarly his fellow who goes in for brakes selects a coaster brake, the coaster supplementing the brake and bearing a natural affinity to it. As a brake solely, it stands far above any other device yet brought out. With it the machine is under perfect control at all times, and to this fact quite as much as to the coasting feature it owes its success.

Some idea of the steady improvement which has been taking place in the British trade may be obtained from figures published regarding the Stanley show, which opened yesterday—Friday. The number of exhibitors is 290—beating all records except one, that of 1896. Even this year's total would have been exceeded had all applications for spaces been accepted. Lack of space prevented this, however.

The rider who pays attention to his lamp and sees that it is kept in order is the one who complains least about the shortness of these November days.

Editor The Bicycling World:

As one of the oldest cycle dealers in this country, and also one of the very few such who now ride a bicycle, I wish to thank you for your editorial in the last issue, "Suggested by a Picture," the picture being that of the travelling staff of the biggest bicycle manufacturer in this country about to board a trolley car. It makes me more tired than a century run to see bicycle dealers who do not ride recommending to customers a bicycle as the best of which they cannot know its merits.

More such straight talks are the thing. Do you think that that assembly of travelling men could have ridden those twenty miles and return?

LINCOLN HOLLAND,
Worcester, Mass.

Six Day Invaders Arrive.

The six day race begins to loom largely, and there is every prospect that it will create the same fever of excited interest among New Yorkers that it has each successive winter for several years.

Last Saturday the group of foreign riders who are to compete arrived on the steamship La Savoie, along with a couple of Americans returning from France, and Jimmy Michael and his younger brother Willie, and Jimmy's pet fox terrier Trixy. Willie is a rider like his big brother, and is here to show Americans that Jimmy is not the only one of the family who is good at pushing pedals. The Americans in the party were Woody Hedspeth, the negro, of Chicago, who started in the six day grind last year, and Franz Hoffman, the motorcycle pacemaker formerly employed by Harry Elkes.

The foreigners this year include several who have been seen here before and who have made themselves liked by good riding, and some who are on their first visit to this country. Those known here were Gougoltz, Simar and Breton. The others were Contenet, formerly the hour record holder for a time after it was pushed to fifty miles; Samson, Vander Stuyft, Rettich and Beaugendre. The whole lot were escorted at once to Schuessler's Hotel, at Sheepshead Bay, and placed in charge of Tom Eck, under whose guidance they are training at the Manhattan Beach track.

The foreigners are teamed as follows: Gougoltz and Simar, Contenet and Breton, Rettich and Beaugendre, Vander Stuyft and Samson. All except Gougoltz and Simar, who brought Puegot wheels from France, will ride bicycles made by the Pope Mfg. Co. They got their wheels on Thursday, and began work on the track at once. Eck says they are a likely lot, all in good condition, and he predicts that they will make a good showing.

Americans Win in Australia.

Iver Lawson and Floyd McFarland, the American cyclists, now in Australia, made a successful start in their racing campaign. Lawson made his debut in a mile handicap, and from scratch easily defeated a field of fifteen riders in 1:55, which equals the record time for competition.

McFarland's first start was in a five-mile scratch race, which he won easily. There are a number of other American riders in Australia, and all will start in the great Austral wheel race.

Dyer for C. R. C. of A. President.

As was foreshadowed by the Bicycling World, P. A. Dyer, of Brooklyn, has received the nomination for president of the Century Road Club of America. A practically unanimous election is assured him. The nominations for national officers in full are: For president, P. A. Dyer, of Brooklyn; vice-president, Dr. C. D. Peck, of Sandusky, Ohio; second vice-president, John M. Miller, of Chicago. For national secretary there are two aspirants, C. E. Nylander, of New York, and Gilbert C. Badeau, of Brooklyn.

HOW TO MAKE SALES

A Straight Talk That Strikes at the Root of a Most Vital Subject.

Under the head of "General instructions to sales representatives," the Winton Motor Car Co., of Cleveland, is putting out some ringing truths for the benefit of its agents, salesmen and other employees. Although the subject of these letters is motor cars, the idea in the campaign which the sales manager is prosecuting is one that well can be borrowed by bicycle makers, and the instructions in letter No. 4, which is given below, should be read and reflected upon by all connected with the bicycle business.

If the automobile, which is now having a boom and is popularly supposed to almost sell itself, requires such vigorous salesmanship, how much more should bicycle dealers put originality and enterprise into their methods. It is a busy age, and those who do not keep stirring themselves are soon lost to sight. Here is letter No. 4, to the Winton salesmen, written by C. B. Shanks, the sales manager of the company:

"No matter how superior a product the Winton touring car may be, or how clever and convincing our advertising may prove, the entire campaign will be futile unless each salesman takes advantage of the opportunities at his command to turn Winton merit and Winton advertising to his purpose in selling Winton cars. Take the case of a dentist who extracts teeth more effectively than any competitor and advertises that fact extensively. The only thing that his skill and his advertising expenditure can possibly do is to bring people with aching teeth to his office. If, when they come, the dentist is absent from his office and no one is at hand to relieve the suffering patient, of what benefit, do you say, have his merit and his advertising been to him?

"Do not mistake the purpose of advertising. If the statement that we are to expend many thousands of dollars for advertising space has caused you to think that henceforth your task in selling will be merely to book orders and cash checks, your ideas are entirely out of harmony with real conditions. Advertising can have no such effect. Winton merit and Winton advertising can only excite interest in our cars and create a desire to purchase. That interest and desire will bring visitors to your establishment or develop mail requests for catalogues, and will end there unless you are 'Johnny on the spot' to take advantage of your opportunity, following up the effect of advertising and satisfying the interest and desire before referred to by closing a sale. Sales are the supreme test of advertising, but advertising of itself cannot produce sales of Winton touring cars. You, and you alone, are the connecting link between them.

"The question naturally follows, 'How can I, the salesman, make myself the connecting

link in this chain of success?' In helping you to reach a satisfactory conclusion, let us recommend in the strongest of terms that you familiarize yourself with Winton advertising wherever you see it, whether in trade papers or the magazines. Read what these advertisements say. They embody the best thoughts, the best arguments that come to the advertising department from every source.

"Gathering inspiration from users, our engineers, our mechanics, our wonderful plant, our own experiences in operating the Winton touring car, from our competitors even, and from every other source not absolutely barren of inspiration, we absorb arguments, methods of expression and subjects for illustration combining to convince the reader that he is missing the best of life unless he buys a Winton touring car.

"We aim conscientiously and enthusiastically to make our advertising copy your very best friend and assistant. Consequently it behooves you to know what your friend and assistant is saying in your behalf: Find out what 'he' says and how 'he' says it; make 'his' arguments a part of yourself. And then when a possible purchaser enters your store as a result of having absorbed our advertising arguments, 'have your forceps ready to pull the tooth.' Let the visitor discuss any branch of Winton merit or any item of Winton argument, and, behold! you know instantly what is in his mind and are prepared to lead him on and on, along the same pleasant path of progress into which he, of his own accord, directed his footsteps. Thus you take advantage of your opportunity; thus you show yourself the skilled, completely equipped salesman of Winton cars, just such a person as this visitor wanted to meet but hardly dared hope he would meet. The rest, depend upon it, will be simpler and easier than you have thought.

"We are well aware that campaigns such as we have here outlined are not ordinary in the automobile industry. So much the more to your advantage! Let's not be afraid of progress; it won't hurt us. On the contrary, we will find results ever so much more to our liking.

"The sales department of the Winton Motor Carriage Co. has many interests, but the least of these is most emphatically not the individual salesman operating in his respective territory. The complete success of the selling department is not a one man affair, but has to do with every man in the field, with you personally as much as with any other. And that your success may contribute to the successful whole, you must be enthusiastic. Intelligent enthusiasm is absolutely necessary all along the line. And we wish to assure you that if this department suffers from absence of a wide awake, ringing interest in Winton cars and their sale this lack will not be found at this end of the line.

"Read and ponder. And if, having done that, there occur to you any new thoughts calculated to help along the cause, fire them in. We shall be thankful."

EXTENSION OF PATENTS

Provisions of a Pending Measure for the Amendment of the Existing Laws.

Washington, D. C., Nov. 16.—This has been almost a record breaker for the introduction of bills, thousands standing to the credit of the present session, although it is now only a week old. Of the bills, that introduced by Representative Moon, of Tennessee, is of particular interest to the industrial world, seeking as it does, the amendment of the patent laws as follows:

"Sec. 4,824. That where the patentee of any invention or discovery, the patent of which was granted within seventeen years and nine months preceding the date of the passage of this Act, shall desire an extension of his patent beyond the original term of its limitation, he shall make application therefor in writing to the Commissioner, setting forth the reasons why such extension should be granted; and he shall also furnish a written statement, under oath, of the ascertained value of the invention or discovery, and of his receipts and expenditures on account thereof, sufficiently in detail to exhibit a true and faithful account of the loss and profit in any manner accruing to him by reason of said invention or discovery. And such application shall be filed not more than nine months nor less than ninety days before the expiration of the original term of the patent, and no extension shall be granted after the expiration of the original term."

That Section 4,925 be amended as follows: "Sec. 4,925. That upon receipt of such application, and the payments of the duty required by law, the Commissioner shall cause to be published in the Official Gazette of the United States Patent Office, and in such newspapers published in the section of country most interested adversely to the extension of the patent as he may deem proper, for at least sixty days prior to the date set for hearing the case, a notice of such application and of the time and place, when and where the same will be considered, that any person may appear and show cause why the extension should not be granted."

It is also sought to amend Section 4,926 so that it shall read as follows:

"Sec. 4,926. That upon receipt of such application the Commissioner shall refer the case to the principal examiner having charge of the class of inventions to which it belongs, and particularly whether the invention or discovery was new and patentable when the original patent was granted."

A further amendment sought is that of Section 4,927, as follows:

"Sec. 4,927. The Commissioner shall, at the time and place designated in the public notice, hear and decide upon the evidence produced both for and against the extension; and if it shall appear to the satisfaction of the Commissioner that the patentee, without neglect or fault on his part, has failed to obtain from the use and sale of his invention a reasonable remuneration for the time, ingenuity and expense bestowed upon it and the introduction of it into use, and that it is just and proper, having due regard to the public interest, that the term of the patent should be extended, the Commissioner shall make a certificate thereon, renewing and extending the patent for a term not to exceed seventeen years from the expiration of the first term. Such patent shall have the same effect in law as though it had been originally granted for and including the extended term."

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CLEVELAND, O., 77 Bank Street.
DETROIT, MICH., 68 State Street.
CHICAGO, ILL., 136 East Lake Street.

MINNEAPOLIS, MINN., 117 South Sixth Street.
DENVER, COL., 1564 Broadway.
SAN FRANCISCO, CAL., 52 First Street.
ATLANTA, GA., 66 North Broad Street.

ELECTRICAL RUDIMENTS

A Graphic Exposition of Storage Battery Principles—Definition of Familiar Terms.

For conciseness and clarity in the exposition of the fundamental principles of electrical batteries a lecture delivered recently by Lamar Lyndon before the Automobile Club in New York is unsurpassed. Unfortunately for motorcyclists, he dealt with the subject of storage batteries and did not touch upon dry batteries. Some of his preliminary remarks will, however, be interesting to those who are not familiar with

pipe and through the cylinder of the engine to which it leads, pushing along the piston and overcoming its resistance to motion. It matters not at all whether the boiler be large or small, the pushing or moving force of the steam is the same if the pressure be the same. The size of the boiler is determined by the ability to evaporate water rapidly enough to maintain the desired pressure when a given quantity of steam is flowing out. Similarly the electrical motor force, or voltage, is that force which impels or pushes electric current over wires, through motors or other resistances. Just as the steam pressure will send a larger or smaller amount of steam through a pipe or an engine if the pressure be raised or lowered, so will a

be made up of one ampere at 746 volts, or 746 amperes at 1 volt, or $7\frac{1}{2}$ amperes at 100 volts. The product of volts and amperes gives the resulting electrical energy in watts.

Certain substances oppose greater or less resistance to the flow of current, and, of course, the longer a wire of a given size, the greater is the opposition to flow, just as in the case of a water pipe, the longer a pipe of given diameter, the greater is the opposition to flow of water, while the larger the wire of a given length the less is the opposition to current flow, just as the opposition to flow—or friction—in a water pipe is less for a greater diameter of pipe. The unit of resistance to electrical current flow is the ohm. One ohm is that resistance which opposes

The Washington, D. C., Bicycle Police, One-Half of the Squad.



That the Washington (D. C.) bicycle police are a well built and presentable set of men is evidenced by the accompanying picture. It shows thirty-six men—just one-half of the squad—lined up for inspection.

It is appropriate that this force of alert preservers of the peace should have thoroughly modern appliances to aid them in the

performance of their manifold duties. Each man's machine is equipped with a Jones speedometer, fitted to the front fork and in plain sight. With it guesswork is eliminated. A vehicle proceeding at what is deemed excessive speed is followed by the policeman, who is able to tell at a glance what speed he is travelling, and, therefore,

to gauge very closely the speed of the vehicle pursued. In place of wild and almost invariably erroneous guesses, a precise and accurate statement of the speed actually attained is made by the captor, and cannot but have weight with the magistrate before whom the case may happen to be brought for judgment.

the rudiments of electricity and are confused by the nomenclature. He said:

For a complete understanding of the subject, a clear comprehension of the fundamental electrical units—volt, ampere, ohm and watt—are necessary. Many of you already understand these terms, and therefore to those of you who do not this preliminary explanation is addressed.

The volt is the unit of electrical pressure, or electrical motor force. It corresponds in electricity to the pressure per square inch on a steam boiler. It is obvious that just as a small boiler may carry a high steam pressure, so can small electrical machines, if designed for it, develop high electrical pressure, or electrical motor force.

In the case of a steam boiler, the pressure is that which forces the steam through the

greater or lesser amount of current flow through a wire or motor if the electrical motor force be raised or lowered.

The unit of quantity of electricity is the ampere. If in a water pipe a continuous flow of water at the rate of, say, one gallon of water per second, takes place, such a unit would correspond to the ampere, which is the rate of flow of an electric current.

In a steam engine the power given out depends both on the pressure at the piston and also the quantity of steam supplied, and in an electric motor the power depends on both the rate of current flow and the electrical pressure at which this flow takes place.

The unit of electrical power is that exerted when one ampere flows at one volt pressure, and is called the watt; 746 watts correspond to one horsepower. This may

one ampere of current when one volt of pressure forces it through, or with one volt pressure one ampere of current is forced through a resistance of one ohm. Similarly, one volt can only send one-half an ampere through two ohms resistance, or it can send two amperes through half an ohm. The relation between volts, ohms and amperes is called Ohms law.

Holds Long Distance Record.

Scotland possesses a cyclist who has covered more miles a wheel than any other rider known, if his claim is not as extravagant as it will appear to many people. He is A. McCormack, of Portarlinton, and his claim is that in the last twenty-five years he has cycled a total of 250,000 miles. That would make an annual average of 10,000 miles for the entire period.

WAKE UP NOW!

Don't be like the ground-hog, waiting until Spring is here before stirring out of your hole.

Come Out and Have a Look Now!

It won't require a very long look either to see

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The wise dealer (hence, the successful one) is he who turns the "winter of his discontent" into a time of planning and deciding on next season's goods. He will plan well who plans to handle the Yale and Snell. The Yale is a natural leader. The Snell line has reliability as its keynote and is unequalled as an all-around seller.

The Yale-California Motor Bicycle

already looks like an eye-opener. Let us "reason" with you.

THE KIRK MFG. CO. <sup>Toledo,
Ohio.</sup> THE SNELL CYCLE MFG. CO.

A. C. C.'S AMALGAMATE

Long Island Casts Its Lot With New York Organization Instead of Disbanding.

Consolidation being the order of the day, the Associated Cycling Clubs of Long Island have amalgamated with the Associated Cycling Clubs of New York. This was accomplished last Monday night at a meeting held at the house of the Greater New York Wheelmen, No. 475 Lafayette avenue, Brooklyn. President N. C. Phillips, of the Oxford Wheelmen, presided, and Secretary Alfred Hutton kept the minutes. Seven clubs were represented.

The question of continuing, disbanding or consolidating has been before the organization for several months, and the clubs forming the body had been asked to send their written opinions and to instruct their delegates how to vote at the November meeting. The action was therefore one for which the way had been paved and was formally authorized.

Before the action was taken the routine business was attended to, and letters were read from several clubs expressing some one view and some another. In order to get rid of the dead wood the following three clubs were dropped for non-payment of dues: The Waverly Bicycle Club, the Warren Wheelmen and the Kings County Wheelmen. This left ten clubs in good standing in the organ-

ization, as follows: Bushwick Wheelmen, No. 897 Bushwick avenue; Euclid Wheelmen, No. 179 Hendrix street; Greater New York Wheelmen, No. 475 Lafayette avenue; Logan Wheelmen, No. 371A Twelfth street; Montauk Wheelmen, No. 2,624 Fulton street, corner Sheffield avenue; Oxford Bicycle Club, St. Thomas's Church, Bushwick avenue, corner of Cooper street; Prospect Wheelmen, in care of R. J. Wulff, No. 706 President street; Tamaqua Wheelmen, No. 395 Fulton street, Jamaica; Bay Ridge A. C., No. 333 Forty-sixth street, and Alpha Motorcycle Club, No. 33 Grant Square.

Treasurer R. J. Wulff reported that the treasury was in a condition to permit the payment of all obligations, and that there would be a balance of about \$8 left.

To bring the question before the meeting R. J. Wulff made a motion that the organization be disbanded. There was not much discussion, as the subject had been well threshed out at a previous meeting. Alderman Joseph Oatman, president of the Associated Cycling Clubs of New York, said that the New York body would welcome the Brooklynites, and that as the city had been consolidated, so should the cycling bodies, in order to further the work for the cause. A substitute motion to the effect that the A. C. C. L. I. amalgamate with the A. C. C. N. Y. was made by A. N. Jervis and accepted by Mr. Wulff, who made the original motion. It was carried. Mr. Wulff then moved that the secretary and treasurer be directed to turn over

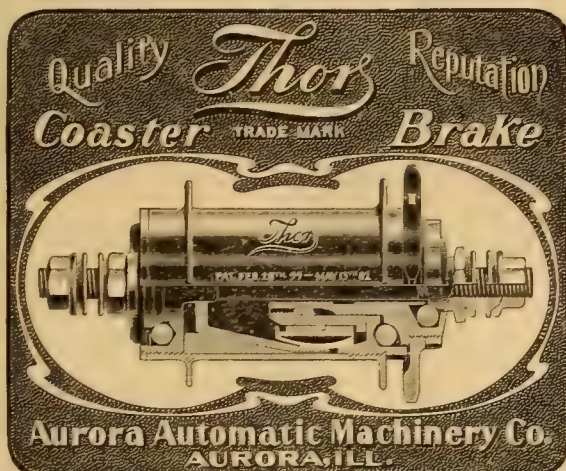
to the president of the New York body all the records and moneys of the association.

While this adds ten clubs to the rolls of the New York body, it is known that some of the Brooklyn clubs will not continue in active membership, because they are no longer active in wheeling, but the best of the clubs will carry out the bargain and the New York association will be considerably strengthened.

The A. C. C. N. Y., now representing the greater city, will, it is understood, arrange for some permanent meeting place downtown, where it will be within easy reach from Brooklyn. The suggestion that the organization meet in New York and Brooklyn alternately, having a fixed place in each borough, is also being considered.

A peculiar interest attaches to this consolidation of the New York and Brooklyn cycling forces, because it is a return to conditions that formerly existed. In the early nineties the clubs of New York, Brooklyn and local New Jersey were grouped as an organization under the name of the Metropolitan Association of Cycling Clubs. The Brooklyn clubs seceded and formed the Associated Cycling Clubs of Long Island. This was in 1894. A little later the M. A. C. C. disbanded and the A. C. C. N. Y. were organized.

"How to Drive a Motorcycle." See "Motorcycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York. ***



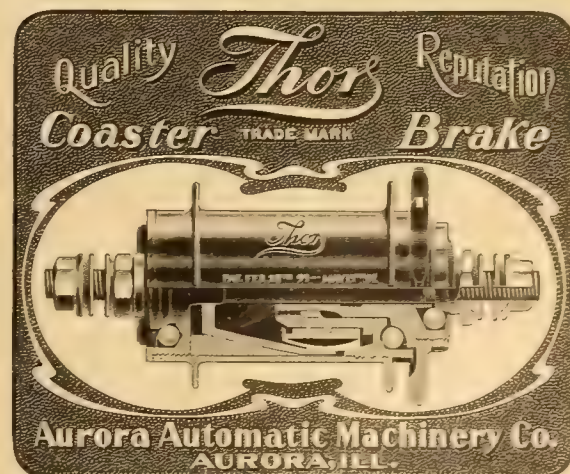
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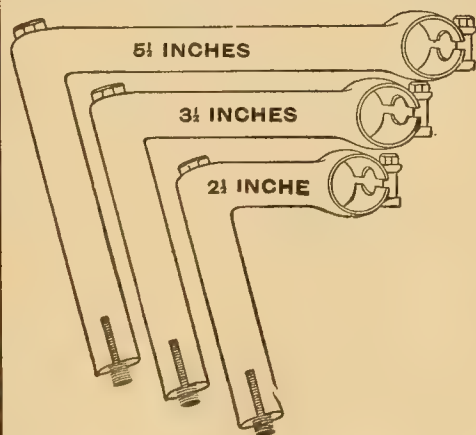
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POWER AND FLEXIBILITY

How to Obtain Them for Motorcycles—Variable Gear Versus Extra Cylinder.

The motorcycle manufacturer is at the present season fluctuating between the respective merits of a variable gear and an extra cylinder in designing his standard machine for next year. The separate items of expense, weight, convenience, simplicity and efficiency have all to be ranged against each other before the ultimatum can be given, while, of course, there is the personal fancy of the designer to give the casting vote, says the Irish Cyclist.

The motorcycle has, since the days of the old front-driven Werner machine, been steadily progressing in every direction, but now, when almost every improvement that can be effected with the present type of machines has been made, there is a call for a new type with a greater scope of action. Thus the problem resolves itself into this—either the present power and flexibility must be increased by the addition of a variable gear device, or by increasing the horsepower, so arriving at the same result by providing a sufficient reserve. Let us discuss the addition of a variable gear.

A speed gear of a class permissible on a motorcycle of the usual type is confined to variations of epicycloidal or crypto gearing. This is particularly convenient, inasmuch as it may be located within the body of the motor pulley without altering its former size or belt line to any great extent, while it can be arranged so that a free engine, with a steady pickup to the low gear, is provided, the gear thus acting as a clutch. In almost all forms of this gear adapted to the purposes of the motorcycle the high gear is obtained by allowing the whole system to revolve as a solid disk, so that when running on the high speed there is no relative motion between the various wheels comprising the gear.

As the majority of readers know an epicycloidal gear consists of a central pinion surrounded by three or four pinions set equidistantly about its circumference, the spindles of the wheels being carried on a suitably shaped "spider" that revolves concentrically with the centre pinion. These "plant" wheels gear further with a ring having teeth cut on its internal circumference, and this is also concentric with the other portions of the gear. Supposing any particular member of a gear of this type to be driven from the engine, various motions can be obtained by causing one or other of the driven members to become stationary.

The point that we wish to indicate is this, that within the scope provided by the diameter of a motor engine pulley, the size of the gears must necessarily be limited consider-

ably, and hence it is probable that in some cases the gearing may be of inadequate strength, or, which is of more importance, of inadequate wearing properties. This is one great objection to gears of this type, otherwise they are satisfactory in operation, quiet, easy to change, and fairly reliable. one great objection to gears of this type, tion. With a two-speed gear the engine power may of course remain the same as formerly. Thus if a man with a two horsepower machine wishes to fit and drive a fore-carriage he would find a two-speed gear an inestimable boon, and, moreover, could have one fitted to the existing engine at a comparatively low price. Hence the speed gear has the advantage that it may be fitted to a machine not specially built for it.

The great objection of all to the variable

through lack of knowledge quickly ruins his engine by this same overheating.

The case for the variable gear stands therefore as follows:

For—(1.) Convenient. (2.) Fairly inexpensive. (3.) Efficient. (4.) Fairly reliable under reasonable treatment.

Against—(1.) Danger of overheating. (2.) Short life of gears. (3.) Complication.

The first of these disadvantages can of course be completely cured by water cooling, but this opens up a separate subject that needs too much argument to be discussed in this article.

We can limit the number of cylinders permissible on a motorcycle to two, since it is not probable any greater number would be attempted except for purposes of racing. The advantages offered by a two cylinder engine over a single cylindered one are as follows: (1) more frequent impulse, (2) better balance, (3) less bulk power for power.

More frequent impulse means greater flexibility, since the power is applied at more regular intervals to the crankshaft of the motor. The second point also tends to flexibility, since it will permit the engine to run more steadily, and without so much vibration. These two points are of great importance, since, in the first place, there is less time lost in idle strokes of the piston, and, in the second place, the reduction of the vibration is considerable—a very important item from the rider's point of view.

The question of bulk and convenience is decided. A double cylinder engine can certainly be made to weigh but very little more than a single cylinder motor of the same power, while, when the lighter flywheel permissible with the two cylinder motor is taken into account the net weights cannot be far different. In addition to this, the two cylinder motor is neater and smaller, and equally fitted to take its place in a bicycle frame. Naturally, an extra cylinder will mean a doubling of the liability to engine trouble, in the way of ignition breakdowns, etc., that is to say, on the face of the matter, but the better balance and lack of vibration greatly tend to reduce many troubles found with a single cylinder motor, while there is no more knowledge needed to drive and attend to a two cylinder motor than a one cylinder. The expense is unquestionably greater than that incurred by fitting a reliable and well made two speed gear, while the complication is, to our mind, less, and the flexibility and ease of running of a two cylinder machine repay amply the extra petrol consumption.

The matter resolves itself largely into a question of personal taste, and it is impossible to give any definite opinion one way or the other.

To Impart a Copper Surface.

To copper the surface of iron or steel wire have the wire perfectly clean and then wash it with the following solution, when it will at once present a coppered surface: Rain water, three pounds; sulphate of copper, one pound.



NEW YORK BRANCH: 214-216 WEST 47TH STREET.

gear is the danger of overheating the engine when using the low gear. Supposing that a gear in use on a motorcycle has its high gear double its low speed, and that, when the engine begins to labor on ascending a hill on the high gear the low is switched in. Now, under the low gear the engine has to raise the weight of the machine and rider up the incline at half the speed that it would if the high gear were used all the way; that is to say, the call for power at the moment of switching in the low gear is halved, and the engine consequently picks up speed to a great extent. This picking up of speed becomes "racing" unless the incline is a particularly steep one and "overheating" is likely to result.

Were a motorcycle always in the hands of a competent driver this would not matter so much since his experience would teach him to check the speed of the engine at once, but unfortunately the motorcycle is probably the automobile that gets the worse treatment of any, and more often than not goes into the hands of a raw amateur, who

GET OUT INTO THE OPEN

Los Angeles Man Strikes Straight From the Shoulder Anent Flagging Enthusiasm.

"'Knocking' is not a good occupation. The 'knocker' hurts his knuckles, and the man behind the door is not harmed. But say, fellows, I suppose there are at least 50,000 of you running wheels (not including the \$10.98 'mail order' kind)—do you know what a revival of the sport of wheeling going on in the East? asks a writer in a Los Angeles publication. Century and half century runs, runs over routes carefully selected for scenic beauty, endurance runs, club runs with uniformed riders by fifties and nineties, old-timers turning out again, remembering that wheeling used to be good for what ailed them. Oh, you say, that's East. Yes, that's East. What is the matter with the West?

"But, to come nearer home, do you know that there are nearly a dozen clubs in San Francisco and Oakland; a club with between 300 and 400 members in Sacramento; one with over 400 members and a fine clubhouse in Reno, Nevada; and a flourishing club in San Jose; and all the time having relay races and road races galore?

"But, you say, 'our roads are so poor!' Indeed, that is no lie. But our roads are rideable 340 days in the year; here is no 'gumbo mud' which will hold your wheel upright of itself; we do not run the risk of getting wet to the skin by showers every time we go out.

"But 'we haven't time!' Now, fellows, that is a chestnut of an excuse. You know what you do have time for, and it isn't doing you as much good as to hit the pike with your trusty bike.

"But 'we can't afford it!' Well, you know best. One might suggest that a few less cigars and theatre tickets—but that is a hackneyed argument. What you really want you generally get.

"Having asked if you realize what wheelmen are doing in other parts of the country and State, here are a few more questions:

"Into how many clubs are the 50,000 wheelmen of Southern California divided? There is one poor, little club. Poor, because of its loneliness; little, because it has had no chance to grow.

"How many clubhouses in Southern California? Do you know what a clubhouse is? Is it a house where a cop takes a scorcher and clubs him? No. It is a nice, large house. It has a room for smoking, with papers and books. Below, baths and lockers. In another room is a cabinet where are gold and silver medals, and strings of century bars, and a gold-lined silver cup or two. On the walls some framed certificates of famous long-distance records, made by husky members, where good habits and constitution and endurance count. And other

trophies. Do you know what a trophy is? It is a bit of silk with a few gold letters on it telling how we won that relay race from Oakland by a wheel or two in the last relay. It is just as much a trophy, fellows, in its way, as that larger piece of silk with tattered edges, a tell-tale stain or two on it, and some bullet-holes blotting out the stars, carried proudly by the old soldiers, and before which our hats come off and loud huzzars ring out. And the same grit, the same good habits of life, the same power of will calling out the last ounce of strength which carries one to victory on the path or the long road race, will help us win the more serious battles of the world.

"And how many uniformed riders could we turn out? Do you know what a uniform is? Three or four years ago I saw, in Eastlake Park, a dozen wheelmen in orange and black sweaters and caps, with knickerbockers which showed their neat calves encased in black stockings, and the low-necked shoes pushing the flashing pedals. I thought it looked real pretty. And is there not in the word uniform that which suggests something of discipline and orderliness? So, when you rig out in your pretty togs, try to act prettily, and leave the impression that wheeling is just as respectable and gentlemanly a sport as yacht racing or horse racing or playing bridge whist.

"Well, boys, if you can't have clubs, or a clubhouse, or that natty uniform to make the pretty girls look at you the second time, wheel! Wheel any old way! Get out into the open! Tank ozone! Let God's sunshine tan your cheeks! It's good for what ails you!"

Smith Wins Tiger Road Race.

There were twenty-five starters in the fifteen-mile handicap road race of the Tiger Wheelmen at Valley Stream, L. I., on Sunday, November 15. About thirty-five members of the club accompanied the contestants. It was the third in the series of three races to decide the ownership of the "Gliesman Trophy." There was added interest because of four men being tied for first place, with two others only one point behind.

The roads were in good condition, but the wind was strong. H. S. R. Smith, with a handicap of 30 seconds, won the race in 42:42 1-5, and became possessor of the trophy, his total of points in the three races being twenty-four. Charles Nerent, handicapped even with Smith, finished only one-fifth of a second behind him. The time prize was won by Joseph Kopsky, scratch man, whose time was 42:12 3-5, giving him third place.

Australasia's Only Club House.

The dedicatory exercises attending the laying of the cornerstone of a \$3,850 clubhouse to be erected for the North Suburban Cycle Club, Melbourne, took place last month. The building is proclaimed the first "clubroom" exclusively for cycling purposes built in Australasia.

TWO RACES ON ONE COURSE

Bellmore Course to be Scene of Rival 50 Mile Contests Thanksgiving Day.

Entries for the fifty-mile handicap road race of the Brower Wheelmen, to be held on Thanksgiving Day, will close on November 23. This race is open to all amateurs, and the list of prizes includes twenty-five for place and five for time. The start will be made, weather permitting, at 8 a. m. from Bedford Rest, and the course will be to Bellmore and return, via Eastern Parkway, Jamaica or Glenmore avenue and Merrick Road. In case of rain the race will be postponed until the following Sunday morning.

The handicap limit is fixed at 40 minutes, and the riders will be handicapped by a special committee. Post entries will start from scratch. Any rider accepting outside pace will be disqualified. Entries may be sent to W. Crawford, No. 114 West Thirteenth street, New York City; O. J. Steib, No. 179½ Forsyth street; Harry Brower, No. 117 Greenwich avenue. A silver cup is offered to the club having the largest number of entries, not less than fifteen.

The entry list for the fifty-mile road race of the Century Road Club of America indicates that there will be at least two hundred starters when the riders are sent off from Bedford Rest at 8:30 a. m. on Thanksgiving Day. There are twenty prizes to be contested for, and the race committee, under the chairmanship of P. A. Dyer, No. 270 Bridge street, Brooklyn, are determined to make the event a noteworthy wind up for the outdoor racing season of the year.

The course is the familiar one to Bellmore and return. The handicap will be limited to thirty minutes, and the limit men will be sent away promptly. It is expected that the race will be ended by 11 a. m. In addition to the individual prizes there will be silver loving cups for the clubs scoring most points at the finish of the race. Information and entry blanks can be obtained from Chairman Dyer.

Fogler First in Indoor Race.

Among the events in the fall games of the Thirteenth Regiment Athletic Association, held at the armory in Brooklyn, on November 14, was a two-mile bicycle race which was closely contested. J. Fogler, of Company G, won in 5:39 4-5. G. A. Perdan, of Company E, was only half a length behind him, and O. J. Devine, of Company M, was a close third.

British Motorcyclists to Organize.

Even in Great Britain the motorcyclists are tiring of being a mere tail of the national automobile club, which has attempted to govern all things of a motor nature. As a result a national federation of motorcyclists is in process of formation.

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Cincinnati
San Francisco

Cracks in a Mix-up in Italy.

The principal event at a Genoa, Italy, race meet, held on November 1, had a most unfortunate ending. It was a three cornered match, for which Ellegaard, Bixio and Grogna were entered. A wet track not only robbed the match of all sporting interest, but also broke Grogna's arm, and furnished the Dane and the Italian with unpleasant souvenirs in the form of contusions. In the first heat Ellegaard beat Bixio by a length, the Belgian being another length in the rear. Heat No. 2 saw the Italian cross the tape first, followed by Grogna, Ellegaard having fought shy of an end spurt in view of the slippery state of the track. Heat No. 3 witnessed the catastrophe; the trio came down in a heap at the home banking. Grogna was subsequently conveyed to Bixio's house for medical attention.

New Zealand's First Motorcycle Race.

What is stated to have been the first motor bicycle road race ever run in Australasia took place on September 24 near Christchurch, New Zealand. The course was from Riccarton to Waddington and return, a distance of sixty miles. Much interest was shown, the finish being viewed by a big crowd. Seven men finished out of twelve starters. Best, the scratch man, did not start, his machine going wrong. The other contestants were given starts up to 40 minutes. The race was won by Williamson, 25 minutes' handicap, on a 2 horsepower machine, his time being 2:07:30. The best time was made by Smith, 10 minutes' handicap, on a 3 horsepower machine. He also captured second place.

Waller Bobs up in England.

Frank Waller, the old long distance rider, is now in England, where he has entered the employ of a concern making motor cycles. He expects to re-enter the game by going for records on the concern's motor bicycle. The hour and intermediate records will first be attacked.

As Usual!

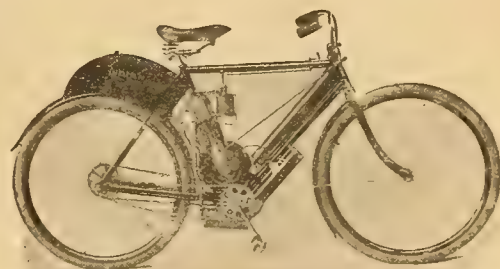
In the New York Motor Cycle Club's 100 miles' Regularity Run November 3d, there were 17 starters—4 of them on Indians.

NINE MEN EARNED MEDALS

Of the Nine

Four Rode INDIANS

Enough Said!



You can depend on the Indian to "get there" every time. As we have said its record is a consistent one—not merely an occasional victory by a lonesome rider, but of repeated winnings in all forms of competition by many riders in many parts of the country.

What sort of a Motor Bicycle do you ride or sell, or intend to ride or sell?

HENDEE MFG. CO.
SPRINGFIELD, MASS.

**RIDE A
Cushion
Frame**

MODEL.

The Highest Grade

OF BICYCLE CONSTRUCTION AND THE MOST

**Luxurious
Bicycle Made**

ALL DEALERS.

When a Squeak Develops.

Sometimes a machine will develop a squeak which completely baffles location, and the rider will often be at a loss to discover whence the noise proceeds. It is rather a difficult matter to ride a machine slowly and by leaning down discover whereabouts the squeaking originates. Sometimes it may be due to a pedal bearing having run dry, but in this case the fact is readily discovered by removing one foot from the pedal and listening if the noise continues. If it does try the result of taking the opposite foot from the pedal. If the noise is occasioned by some other bearing, it is obvious that the fact of the pedals being at rest will not stop it. The crank bracket may want oil, but it is very rarely indeed that a decided squeak is due to any ball bearing, except that of a pedal.

The trouble will generally be found in the saddle springs, especially if these be of the double twisted type, in which the wires rub together to a certain degree. If oil be applied and allowed to work in the noise will usually cease. This plan rarely fails to cure a persistent squeak, and yet, notwithstanding that the saddle springs were alone to blame, it is frequently very difficult to locate the noise. If when the springs and the nuts and bolts of the saddle have been oiled the squeaking still continues, it is as well to examine the tubes of the frame most carefully, as it may be that one of them has developed a crack, the movement of the edges

of which causes the noise. Flaws have been detected in a frame in this manner, and it has been apparent that the discovery has saved the rider from what might have been a nasty accident. It is never wise to continue riding a machine which is making any kind of noise which cannot be accounted for at once.

Went Gold Hunting on a Tandem.

Harry De Witt Burrell, who left Brooklyn in December 1899, to ride to the Klondike with a companion on a tandem bicycle, returned to his home on Grant avenue, Richmond Hill, Queens Borough, on November 16. He brought nuggets of gold to show for his three years' sojourn in the chilly north.

Burrell and his companion had almost reached Alaska when they were overcome by the cold, and the companion's feet were so badly frozen that he narrowly escaped the necessity for amputation. From that time he disappears from the story. Burrell, however, pushed on, and had fair luck in the land of ice and gold. He owns two claims in Tanauna that have yielded him \$15,000 thus far, and he expects that their final cleaning up will make his wealth about \$50,000.

"The A. B. C. of Electricity" will aid you in understanding many things about motor bicycles that may now seem hard of understanding. Price 50 cents. The Goodman Co., 154 Nassau street, New York. ***

At Fifty-Three per Hour.

What it feels like to ride fifty-four miles in an hour is told by "Tommy" Hall, the Englishman, whose recent marvellous feat was recorded in these columns.

His most anxious moments were at the start, in getting up speed on his huge gear and tucking himself safely under the lee of the great machine, which jerked forward with constantly increasing speed. Having once found high pace and settled down to fast pedalling he had no time for thinking, and the strain seemed less.

With head down he dashed along, the turmoil of the noisy motor setting up a fearful din. At the corners he had a succession of thrilling times, but the danger was over almost as soon as it had presented itself. Once he had a horrifying moment when the wheel bumped over something hard and his steering was staggered for an instant. This was caused by a piece of wood falling from the wind shield and getting in the track of his wheel. He lost a little ground and had to make a frantic effort to catch up again with the motorcycle.

The rush of chasing this monster went on for a seemingly indefinite period, until his pacer suddenly turned round and yelled, "One minute more!" At the end of another long period Hall looked up, and then almost for the first time observed the people, who were applauding him.

It is calculated by an erudite statistician that the hour record has been broken seventy-six times since 1876.

"A Land flowing with Milk and Honey."

CALIFORNIA IS THE MECCA.

Seekers after rest and recreation in a bracing climate, amid enchanting scenery surrounded by fruits and flowers, are going to California this Winter in greater numbers than ever before.

The way to go is by the

NEW YORK CENTRAL LINES.

The new trains of this system give a fine service, fast time, and afford every convenience and luxury. Inquire of ticket agents regarding the new facilities.

Four-Track Series No. 5, "America's Winter Resorts," sent free on receipt of a two-cent stamp, by GEORGE H. DANIELS, General Passenger Agent, Grand Central Station, New York.

Think it Over!

YALE BICYCLES WITH PERSONS SADDLES.

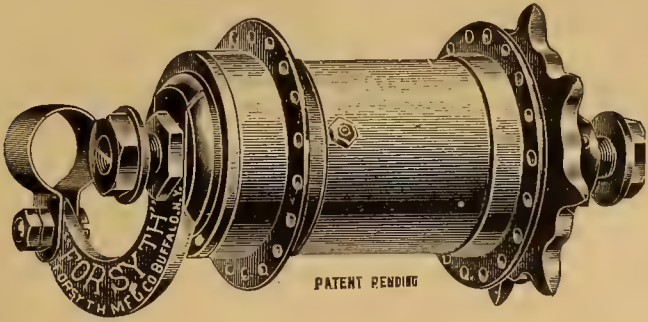


The more you think of it the more will you be convinced that such a combination of quality and comfort is one that will really help cycling.

KIRK MFG. CO.,

TOLEDO, O.

IT'S UP TO YOU



if you are looking for Coaster Brake satisfaction which can't be had if the device is not as the other parts of the bicycle.

FORSYTH MFG. CO.,
BUFFALO, N. Y.

B.G.I. PEDALS



FOR
1904

NOW READY

These famous Pedals have surely worked their way to the front. What has overcome all competition? B. G. I. QUALITY which is better than ever in 1904.

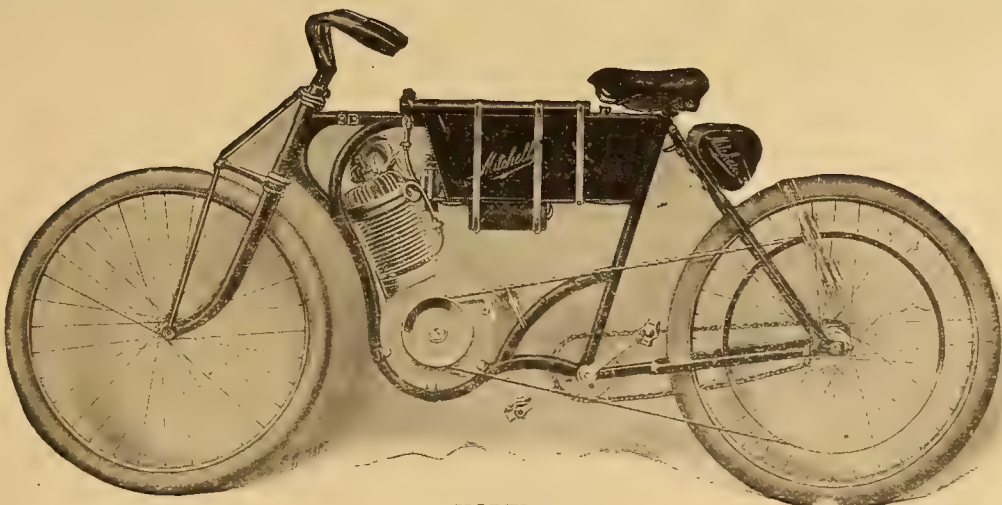
HIGH GRADE BICYCLES REQUIRE HIGH GRADE EQUIPMENT

Every Maker, Jobber, Dealer and rider knows that B. G. I. PEDALS are Standard. Use them and avoid explanations.

THE BRIDGEPORT GUN IMPLEMENT CO.
313-317 BROADWAY, NEW YORK CITY

Mitchell Mile-a-Minute

3½ Horse Power



MODEL 53.

\$225.00

There are fast horses and slow horses, strong horses and weak horses,
BUT OUR HORSES
are out of three-and-one-half-inch-bore by four-inch-stroke and are the strongest, fastest and best bred in the world.

WISCONSIN WHEEL WORKS, Box A, Racine Junction, Wis.

New England Representative: AUTOMOBILE & MOTOR-CYCLE CO., East Rochester, N. H.

St. Louis Agent: HARRY R. GEER, 1017 Pine St.

WANTS AND FOR SALE.

15 cents per line of seven words, cash with order.

DEALERS wishing second-hand bicycles, write for prices. **WILLIAM McDOUGALD**,
357 North State Street, Chicago, Ill.

ALL ROADS ARE EASY WHEN THE



STAR BALL RETAINER

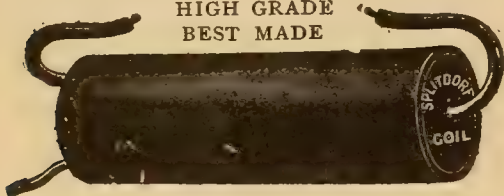
IS USED.

With millions in daily use, it has stood the test for more than five years, and is adaptable to ball bearings of any kind.

If you are users of ball bearings we would be pleased to hear from you and mail you our catalog with the latest information which we know would be profitable and interesting to you.

THE STAR BALL RETAINER CO., Lancaster, Pa., U. S. A.

Write for 1903 Catalogue,
Bicycle and Automobile Supplies
THE KELSEY CO.,
BUFFALO, N. Y.

SPLITDORF SPARK COILS.HIGH GRADE
BEST MADE

C. F. SPLITDORF, 17-27 Vandewater St., New York.

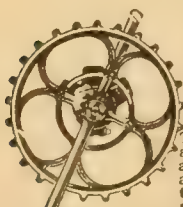
Special Stampings FROM SHEET METAL

THE CROSBY CO., - Buffalo, N. Y.

JOHN S. LENG'S SON & CO.

4 Fletcher Street, NEW YORK,

CARRY A COMPLETE STOCK OF

BICYCLES, TIRES, SUNDRIES.CAREFUL ATTENTION PAID TO
PROMPT SHIPMENT.

"D. and J." Hangers
are
Absolutely the BEST.
WHY?

They are Mechanically Correct, Accurately Ground, Lightest, Nearest Dust and Water Proof, Neatest in Appearance, and they are used by the best Manufacturers and ridden by the best Professionals and Amateurs of America.

PARK CITY MFG. CO., Inc., CHICAGO.

HIGH GRADE

wheels must have the
best equipments.There is nothing that gives more value for
the money than the use of the

MORSE TWIN ROLLER CHAIN

NOISELESS IN MUD, WATER OR
DUST AND ALWAYS EASY RUNNING.

The only chain having Frictionless
Rocker Joints. Insist on having the
Morse Twin Roller. Fits regular
sprockets.

Send for Catalogue and
Trade Price to

Morse Chain Co., Trumansburg, N. Y.

"PERFECT"



OILER.

For High Grade Bicycles. The best and neatest Oiler in the market. **DOES NOT LEAK.** The "PERFECT" is the only Oiler that regulates the supply of oil to a drop. It is absolutely unequaled. Price, 25 cents each.

We make cheaper oilers, also.

CUSHMAN & DENISON MFG. CO. 240-242 W. 23d St., NEW YORK

BARGAINS FOR BICYCLE DEALERS

IN
**TIRES, COASTER BRAKES,
GAS LAMPS, Etc.**

Write to-day for complete Catalogue.

THE E. H. HALL COMPANY (Incorporated),
Jobbers Bicycles and Supplies,
59-65 Exchange St., Rochester, N. Y.

Motor Equipment,

Applicable to any Motor Bicycle.

THE A. CLEMENT CYCLE MOTOR
& LIGHT CARRIAGE COMPANY,
HARTFORD. - - CONNECTICUT.

THE BEST TIRES FOR 1904.

—OUR—

"Black Diamond" and "Rochester Guaranteed"

will be the best and make you the most money.

Send for sample tires before you buy elsewhere.

THE SIDNEY B. ROBY CO.,
Jobbers of Cycle Supplies. Rochester, N. Y.

SPROCKETS.

We supply nearly all
the best trade.

PARISH & BINGHAM CO.
CLEVELAND, OHIO.

The Week's Patents.

743,755. Motorcycle. Hibbert B. Hughes, Brooklyn, N. Y. Filed September 16, 1902. Serial No. 123,610. (No model).

Claim—1. In a motorcycle, a frame uniting the front wheel fork and the rear wheel, composed of two substantially similar sides or parts, approaching each other at the front and rear ends, but being separated by a substantial distance intermediate the ends, each of said sides comprising a plurality of reaches or connecting members one above the other, each of said reaches being formed of angularly bent iron, substantially as set forth.

743,843. Wheel Hub. Gettise M. Elliott, Chicago, Ill., assignor to the Federal Mfg. Co., Cleveland, Ohio, a Corporation of New Jersey. Filed January 22, 1903. Serial No. 140,069. (No model).

Claim—1. In a wheel hub, the combination with a wrought metal barrel having reduced end portions, flanged sleeves secured upon said reduced end portions and overhanging the same, ball bearing cups fitted into the reduced end portions of said barrels and having external flanges which abut the ends of said barrels and lie within the overhanging parts of said sleeves, the outer ends of said sleeves being turned inward to hold said cups in, substantially as specified.

743,963. Tire Repair Tool. Theodore Wei-gele, Akron, Ohio, assignor to the Diamond Rubber Co., Akron, Ohio, a Corporation of West Virginia. Filed February 9, 1903. Serial No. 142,441. (No model).

Claim—1. A tire repair tool consisting of a bar having pivoted to it two automatic clamps adapted to swing inward toward the sides of the bar and bite into a stretched rubber plug between the clamps and the bar sides, substantially as set forth.

To Easily Machine Steel.

It is a characteristic of many brands of steel that when the cutting tool has removed the outer skin, hard and soft places or points—technically known as pins—will be encountered, in which case the work should be removed to the forge and slowly heated to a dull red, then quench in cold water. In mild steel this will be found to remove the inequalities in the grain, and also to render the whole mass somewhat softer and easier to tool. Another feature of rolled bar iron or steel, and of all castings, is that when the outer skin is removed a certain amount of distortion occurs in consequence of the release of tension at some portion of the outer surface, so that in particular work, when time will admit, after a first roughing cut, the work should be placed in the annealing oven, or forge, and raised to blood red heat, then allowed to cool off as slowly as possible. In the case of heating in the forge or open fire, by heaping up the fuel over the work, the metal will cool off as the fire dies out. Steel thus treated will then be in the best possible condition for easy machining and retention of shape, the only precaution necessary being to see that it is not overheated or "burnt."

If you are not familiar with the line of

Liberty Bells

permit us to post you. It will be apt
to prove profitable

LIBERTY BELL CO., Bristol, Conn.

The Bicycling World

AND MOTOCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVIII.

New York, U. S. A., Saturday, November 28, 1903.

No. 9

RACYCLE PRICES REVISED

**Reductions and Increases Both Made in 1904
List—\$70 is Top Figure.**

In the readjustment which marks the Miami Cycle & Mfg. Co.'s list for 1904 there have been reductions as well as increases, and also a new model, No. 95, at \$35.

The list as revised follows: Model 90, Racycle Rigid Pacemaker, with coaster brake, \$60, a reduction of \$2.50; Model 90A, Racycle Cushion Pacemaker, with coaster brake, \$70, an increase of \$2.50; Model 91, Racycle Racer, \$55; Model 92, Racycle Rigid Roadster, \$50; Model 92A, Racycle Cushion Roadster, \$60, an increase of \$5; Model 93, Racycle Rigid (ladies), \$40, a reduction of \$7.50; Model 93A, Racycle Cushion (ladies), \$40, a reduction of \$5; Model 94, Racycle Rigid Roadster, \$40; Model 94A, Racycle Cushion Roadster, \$50, a reduction of \$5; Model 95, Racycle Roadster, \$35, a new model.

Rudge-Whitworth's Big Dividends.

Despite the so-called decline, the Rudge-Whitworth Company, the largest cycle makers in Great Britain and the one that has most consistently imitated the American bicycles, has, during the past six years, paid its stockholders dividends aggregating 65 per cent. This year the dividend declared was 15 per cent; during each of the four previous years 10 per cent. was divided. For advertising purposes alone the concern has set aside \$75,000 for 1904.

McDougald Takes Over Jenkins.

William McDougald, No. 357 North State street, Chicago, announces that he has purchased the effects of the Jenkins Cycle Co., and will supply parts for the machines formerly made by that concern. The latter were the Napoleon and Josephine, for men and women, respectively.

Detroit List Almost Ready.

It is expected that the work of listing the articles covered by the "Detroit plan" will be completed by the National Cycle Trade Association late to-day. It is understood that the list comprises some twenty-two different lines.

Pierce Prices for 1904.

Pierce prices for 1904 have been announced, and include both reductions and increases as compared with 1903. The Pierce spring fork and the coaster brake are each priced at \$5 extra, and the Pierce cushion frame model—which the Buffalo concern was the first to bring out—is still being kept well in front. Instead of \$75, it is now listed at \$80, while the special cushion frame chain model has been increased in price from \$55 to \$60. The regular cushion frame, the racing and the special rigid frame machine—all chain driven—remain the same in price, viz, \$50 in each case. The regular road model, on the other hand, has been reduced from \$45 to \$40.

New Zealand Levies 20 per cent Duty.

Under the new preferential trade bill adopted by the New Zealand House of Representatives on November 18, a duty of 20 per cent is imposed on bicycle parts imported from countries outside of the British Empire. At present they are allowed to come into the country duty free.

The bill comes in force immediately after it passes the upper house (Legislative Council), which, it is expected, will be this week.

Beside providing increased duties on the foreign goods stated, the bill provides for reciprocity with foreign countries which make concessions to New Zealand products.

"Dick" Welles Wedded.

Mr. and Mrs. R. H. Welles, of Kenosha, Wis., are in New York this week. The lady became Mrs. Welles on Saturday last. The wedding occurred in Chicago, and was a quiet one. Mr. Welles is, of course, the well known "Dick" Welles, of the Badger Brass Mfg. Co., and the man who made the Solar gas lamp famous.

Eisenhuth to Make Motor Bicycles.

The Eisenhuth Horseless Vehicle Company, which recently purchased the fine Keating bicycle plant at Middletown, Ohio, is about to resume operations on a scale of some magnitude. In addition to automobiles, motor bicycles will be manufactured. The concern has an option on one designed by a well known New Yorker.

GARFORD GETS DAY PLANT

**Outbids an Ex-Employee of Frank Fries—
Dividend Ordered and Another Coming.**

Buffalo, Nov. 27.—After what appeared a brave play to obtain possession of the property by a friend, or friends, of Frank Fries, the lamented and absent president, treasurer and manager of the Day Manufacturing Company, the effort has been defeated and the plant has become the property of Arthur L. Garford, of Cleveland, the well known head of the Federal Manufacturing Company.

The particular friend of Fries who appeared on the surface was W. G. Shaack, who several years ago was engaged in the retail business in Buffalo, and who later, and at the time of the failure, was a traveling salesman for the Day Manufacturing Company. Some time since Shaack offered \$6,500 for the Day plant, and \$500 additional for some odds and ends. The trustee submitted the offer to the creditors with the result that better propositions were forthcoming, and on Monday the plant was put up at public auction. Shaack raised his bid on this occasion, but the others increased theirs also, and the plant was finally knocked down to Garford for \$7,800. The sale has been confirmed and Garford is now in possession of the property.

All of the assets of the Day Manufacturing Company, except accounts and claims, have now been converted into cash, and a second dividend of 20 per cent. has been ordered: the first dividend, 15 per cent., was paid some time since. The trustee states that when the remaining outstanding accounts are collected it is possible that the estate may yield another and final dividend of 10 or 15 per cent.

Garford's purchase of the factory was apparently a bitter pill for Shaack or those who were alleged to be behind him. He appeared so certain of obtaining the property that only last week he sent out requests for quotations on material. His sudden rise from traveling salesman to the prospective proprietor of a considerable factory, caused considerable thinking all along the line. However, and it is not known that he received a very great number of offhand quotations,

OPINIONS FROM PERSONS

Pithy Expressions From Saddle Maker, who Points out Improvements he has Made.

Charles A. Persons, the well known saddle maker, was in New York this week on one of his periodical visits. Persons is one of the men who has proven the power of perseverance, and by real hard work and a display of strenuous faith in cycling and in his type of saddle is now, after a long fight, able to view the battle as practically won. Things have been coming his way for the last two years, and when on Wednesday he was asked the usual ungrammatical "How's things?" it brought out some interesting statements.

"There's the Miami Co.," he said after a few flourishes; "they constitute a unique concern. Until last season hardly a member of that great company was known personally to the other manufacturers. They stayed at home sawing tube, oiling machinery and cultivating their agents. They attended to their business, which was the art of selling, building and selling bicycles. Don't overlook that second 'selling'; they have increased the number of their agents and their output every year since '96. The family of Miami agents is an ocean wide community of interests. Once I asked Mr. Walberg to tell me the key to their success. 'That's easy,' he replied. 'Look at it this way: Suppose you had to roll a barrel of flour five miles across hill and dale in an hour to make it yours; or if you could roll two barrels you might have them both. We roll our barrel and we get it there; others try to roll two and can't make the schedule. A man trying to operate two or three concerns can never know the time wasted in jumping from one to the other; the lost opportunities; the backlash. He is rolling his two or three barrels up the hill; one gets away and starts down again; he drops the leader, rushes after the runaway, and, as he catches it, the leader goes down the hill with a rush. He chucks a stone under one and then goes after the other. He catches that one, but cannot stop it at once. Gradually it slows and stops, and then they start up again, while he keeps a restless eye upon the one further up, fearing it will break its moorings and get up a speed that nothing can stop. And so it goes. Sometimes he makes his journey; oftener not. We Miamians roll our one barrel; its bicycles. We succeed.

"Now, that was to lead up to trade conditions," said Persons. "Last season was practically the first our saddles were named as equipment in the Middletown catalogue, but they used a very substantial number. For 1903-'04 we are again favorably placed, and we have received from them specifications for more saddles to be shipped by December 1 than they had from us all of last

year. It will certainly be a great year for Racycies and 'Leather and Spring' saddles.

"What's new in saddles? Well, this: Here is a clamp; a seven piece, double friction grip, universal, drop forged clamp, with forged shouldered bolt and collared nut, the total cost of which in experimenting, models, dies, trimmers, milling tools, gauges, reamers, etc., would buy a small house and lot in a country town. Work necessary to its production has been going on since June, and they are just coming through the mill this week. The tilting clamps, which permit the angle of the saddle to be changed without moving it along the post, which are commonly used abroad, all have teeth or notches in them. They hold well until they have once been bruised through an unusual blow on the saddle; thereafter it is almost impossible to make the clamp reliable. Now, in this new clamp we have a deep cut on each side, machined with the walls at an angle of 22 degrees. In these cups are seated cones, machined to the same degree, and these, with outer plates forced to fit, hold the wires of the saddle. These five pieces interlock by the tightening of one nut, and hold well, like a good vice. The walls of the cups, being at an angle of 44 degrees to one another, drop the cones as the nut is released, and the saddle can be tilted or removed from the post.

"If there is one thing that would make these cones fit the cups better than the perfect machining we give them, it would be grinding them in. Now, if through any terrific blow the saddle is made to slip, the springs yield and the clamp is really more tightly seated. It is a beautiful theory brought to perfect practice. Really, we hug ourselves when we see long cases of the Old Comfort, Ladies and Model B saddles, with these clamps, going to such concerns as the Pierce, National, Eagle, Pope and others. These makers were all from 50 to 100 per cent ahead on December 1 of their specifications of last year, which shows that their agents appreciate good goods.

"Perhaps the strongest feature of the new season is the demand for full spring saddles. Manufacturers who had fancied the cheap wood and metal based saddles in the past are now listing our two wire saddles, while our old friends, the big makers, are giving the four spring and coil spring saddles great prominence. Happily, too, they do not say as much about the expense entailed in supplying the larger models than do the little makers, who use a type costing \$400 per thousand less. Perhaps their sales departments have learned that their greatest advertisement for the money is a fine saddle.

"And the export trade! It takes years to master it. Three or four months are required for an exchange of ideas with our friends in Australia, New Zealand and out there. They deserve every attention a house can give them, and we are handling all their orders and correspondence with scrupulous attention to the last detail. They appreci-

ate, and it pays us. It helps to make more of a twelve months' business for us, which means much in a factory. I am on my way down to see half a dozen exporters from whom we have had letters this week."

Advantages of a Relief Cam.

A motorcyclist who experienced a trouble very common at this season of the year, and which is apparent at all times in motors employing high compression—that of difficulty in starting, states that he has overcome it by having had his motor fitted with a relief cam which allows half the compression to blow out of the exhaust valve on the compression stroke. With this relief cam, instead of having a maximum compression of eighty pounds per square inch you have only forty pounds, which is quite sufficient to carry one along at a good rate; in the traffic it enables one to slow down to a crawl, and on a fairly steep gradient it is quite easy to start the machine. Although his machine has an exhaust valve lifter the rider in question says it does not answer the purpose, and very rightly holds that the features of easy starting and the capability to slow down to a minimum speed in traffic, are two of the greatest boons to a motorcyclist, and that the means of affording them, the relief cam, merits universal adoption.

Bevin Drops Circular Trouser Clips.

So satisfactory has the Rugby trouser clip—the kind which slips on the side of the trousers instead of encircling the leg—proved that Bevin Bros., the East Hampton (Conn.) bell and specialty makers, have decided to sell it alone in future, discontinuing the manufacture of the circular patterns entirely.

Prominent among the East Hampton concern's other offerings for the approaching season are the Royal and Cathedral Revolving Chime bells. The former is brought out in response to the growing demand for large and loud ringing bicycle bells. They are made in three sizes, 2¼, 2½ and 3 inches in diameter, and have an electric stroke and revolving Chime is made with either cast or wrought bell metal gongs, and is so constructed that it is not liable to get out of order or to rattle.

The Retail Record.

Utica, N. Y.—Utica Cycle Co., new store.

Colton, Cal.—Colton Cyclery, purchased by A. L. Pierce.

Reading, Pa.—Edward P. De Hart, fire; proprietor burned to death.

Wilton, N. H.—P. J. Abbott, will close from December 1, 1903, until April 1, 1904.

Rarely does it happen that a business man acts too soon, but thousands of failures were the result of putting off action until it was too late. Opportuneness is of greatest importance to success.—Ex.

VIBRATION IN MOTORCYCLES

Exhaustive Exposition of the Subject That Suggests Several Possible Improvements.

The subject of vibration is one that more or less intimately concerns every rider of a motorcycle, and there is ample evidence that manufacturers of motorcycles intend in the near future to give serious attention to ways and means of eliminating this objectionable feature, says "Magneto," in the London Motor. Many attempts were made by the makers of ordinary pedal driven cycles as far back as fifteen years ago to find a satisfactory spring supported frame, and many of these devices fulfilled their purpose to a considerable degree; but it was found practically impossible to construct a spring frame that would not waste power. Moreover, frames so constructed were both complicated and heavy. There is little doubt, however, that the spring frame idea would have greatly developed but for the arrival of the Dunlop pneumatic tire in 1889. At this stage development was suddenly arrested, as it was soon found that the pneumatic principle of intercepting vibration at the rim of the wheel was immediately superior to any arrangement of springs, and that it imparted a resiliency of life to the machine which no spring frame could possibly do. This feature of resiliency meant that the rider's power was applied in a most economical manner.

To my mind, the equal of the original two inch tire as a vibration annihilator, has never been found since—great as the improvement in ease of detachment have been. Old riders will remember that wonderful silences of running alluded to by the rigid cycle frame became the think, and this feature retained its popularity through a decade, so that, at the dawn of the motor bicycle era in 1900, there was practically nothing in vogue but the rigid frame. There was a natural tendency, then, to assume that the extra vibration produced by the great increase of weight involved would be fully compensated for by using a slightly larger tire than that used on an ordinary full roadster bicycle. But makers were in those days—comparatively recent as they are—too prone to work by rule-of-thumb.

The question as to what were the real causes of vibration does not appear to have been scientifically considered. It must be clearly understood that there are three important factors at the root of the vibration evil: The first is the effect of the heavy machine running at high speeds over uneven road surfaces and (unlike almost every other type of road vehicle) being unprovided with springs in addition to the tires. The second factor is that the petrol motor in its working may be likened in a sense to a gun with its well known "kick" or recoil; as the explosion of the charge not only drives the piston forward in the cylinder,

but gives a shock to the whole engine mechanism which, being rigidly bolted to the frame, means that the effect is conveyed to the rider. The third factor is the rotation of more or less unbalanced parts and also the rapid movement of reciprocating parts, as the piston and connecting rod.

It will readily be understood that the tires of a motor bicycle only partially perform the function of insulating the machine from shocks arising from travelling over uneven road surfaces, and that the vibration resulting from the working of the motor is distributed over the frame. There are various reasons which mitigate against the value of the pneumatic tire in efficiently absorbing road shocks. In the first place, a two inch tire has to be inflated to a degree beyond that at which it gives best results as an absorber of vibration. If this were not done, the wear and tear of the tire would be exceedingly rapid, to say nothing of the increased frequency of punctures and tendency to side-slip, owing to the tire "spreading" on a slimy surface. Moreover, a motor bicycle tire cannot be made anything like so resilient as, say, a light roadster tire; to withstand the driving strain stronger fabric and greater thickness of rubber are necessary in its construction, and this tends to make the tire run heavy or "dead." Few of the experienced class of motorcyclists would think of riding with anything less than a board-hard back tire, and the front one nearly so. There is no doubt that a larger diameter tire is absolutely necessary for heavy machines if increased immunity from road vibration is desired. A small tire cannot be comfortable unless it is light and resilient, and a heavy tire to withstand motor bicycle wear must have a large air cushioning capacity to compensate for the thickness of the cover. It is not desirable to have an unduly large tire, and it would appear that a 2½ inch diameter would be the maximum, unless the machine is to have an unwieldy appearance, and a greatly increased width of tread. The solution of the road vibration problem is to be sought for, firstly, in the application of suitable springs to support the frame in conjunction with pneumatic tires of fairly large diameter. At present the motor bicycle frame is an exceedingly rigid structure. We have front forks trussed up till they are as rigid almost as a column of solid steel. The rigidity is, in the writer's opinion, a mistake. The question of a fractional loss of engine power is not worth considering in the case of springs adapted to a motor bicycle; the question of comfort is vastly more important. We have now to consider where to apply the springs to the frame. It will simplify the consideration to take the front part of the machine and study the problem there first.

In the old solid tire safety days there was a simple device known as a spring socket head fitted to the frame, and there is no doubt that this did absorb a certain amount

of the vibration created by the front wheel striking obstacles. This device, however, was in a degree effective, because the shock transmitted to the wheel was not met by the springs in a vertical direction, but at a considerable angle according to the rake of the steering column. Manufacturers might, however, experiment with this old idea to see what could be gained by applying it; one great feature would be simplicity. The next idea is to make the forks themselves act as springs; that is to say, build the forks up of tempered steel plates, gradually tapering away from the crown to the axle connection. One disadvantage of such a construction would be its unduly heavy appearance and cost, but against this could be set its simplicity and strength. A third suggestion is to support the axle directly on springs. Numerous devices of this class have been constructed for ordinary cycles, but the principle defects that showed up in use were lateral weakness causing the forepart of the machine to "whip," and wear accordingly at the joints, which meant an objectionable and irremediable looseness at the axle. A spring axle device that promised much in its day was the Dunlop spring fork, but it would appear that trouble was experienced with the springs—at any rate, there was no great success claimed for it. This idea suggested to the writer that an elliptical leaf spring might be made to act for supporting the axle in the same way as the wheels of a car. Such an arrangement would, perhaps, look unconventional on a bicycle, but where real improvement is at stake convention counts for little. It is interesting as a sign of the times that Garrards have recently introduced a spring fork on what undoubtedly appear to be goon lines; the front wheel is carried in supplementary forks, which are pivoted top and bottom of the main forks, and are supported by a pair of buffer springs held in an extension of the fork crown. The movement of the front supplementary forks resembles that of a parallel ruler, and while it has perfect freedom in a vertical direction to take up the road shocks, it is perfectly rigid laterally. This device certainly promises well, and if the joints will stand the test of a season's hard riding without becoming loose and incapable of adjustment, it should have a great future before it.

The insulation of the rear driving wheel from vibration presents a more difficult problem, because it is important that the rear part of the frame be kept as rigid as possible to withstand the increased weight and severe driving strain. In the writer's opinion, the way to get over the difficulty will be to have the rear triangle of the frame hinged at the bottom bracket, the back stays to have their upper ends telescoping into larger tubes rigidly connected to the diagonal tube or seat lug; inside these larger tubes would be placed suitable springs; the back fork tubes would thus have an action

(Continued on page 231.)

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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, NOVEMBER 28, 1903.

Make the Most of the Show!

Although it does not occur until the latter part of February, it is not too soon for the trade to prepare for the cycle show which is to be held in this city in connection with the Sportsmen's Show.

It offers such an opportunity as has not presented for several years. If it is taken advantage of and made the most of, it will start the retail selling season with unaccustomed vigor.

If it is viewed with indifference, or is entered into but half heartedly, it will serve simply as food for the pessimists and calamity howlers, and will prove an injury rather than otherwise.

The industry cannot afford to be injured; therefore, we say, the show merits decent and unqualified support, and as we understand that all of the shysters or cutthroats of the business will be denied admission, it is the greater reason why the reputable ele-

ment should place its best foot forward and let the great, green public see that not only is cycling not "dead," but that the bicycles of to-day are better and more desirable than any of those that ever went before.

Since the last cycle show was held we have entered well on the era of cycling sanity and sensible bicycles. The scorcher's mount is no longer the dominant one. The cushion frame, the spring fork, the coaster brake, the suspension saddle, the upturned bar and all the other things that betoken comfort and rational usage are now the vogue, and there is enough newness about each to justify a public display that will impress and carry home the lesson to unthinking people and give the trade the stimulus that comes of personal inspection, comparison and discussion, and that carries with it the publicity that the press only can give and that is of such help and benefit.

Let us make the show a good one while we are about it.

We have not included motor bicycles in the category of those things that will profit by the display, because we cannot bring ourselves to believe that any man who makes one will fail to see the opportunity. It is exactly what the motor bicycle requires and has lacked. Had the cycle show been the vogue as in former years, there is no shadow of doubt but that the motor driven machine would be very much further ahead than is now the case.

Where Improvement is Possible.

In spite of the fact that machines are, as a rule, somewhat heavier than they were a decade ago, and there is a small amount of extra metal which can be distributed where most needed, there are still some bicycles lacking in the extreme rigidity at the crank hanger, so necessary if good results are to be obtained. Matters in this respect are much better than they were. It is unquestionable, for example, that "whippy" machines are in the minority, instead of, as in the early 90's, in the majority. But they should be much less numerous—a negligible quantity, in fact.

It was only a short time after the lightweight machine came into vogue—about 1902 or 1903—that wheel bases underwent an increase. It was found that a couple of inches or so greater distance between the wheels made a great difference in the smoothness and even the ease of running. This was experienced on the best roads, while the worse

tehy were the more marked became the improvement. A Belgian block pavement, for example, which was the acme of misery on a 40-inch base, took on, by comparison, something in the nature of luxury when traversed on a machine with a 44-inch wheel base. And the need of something of the kind was great, for rigid frames, springless saddles and small tires had tremendously increased the vibration bogie.

So makers set themselves the by no means easy task of lengthening and strengthening frames at the same time that they reduced weight. How they accomplished it is a matter of history. Scientific designing, the use of heavier crank hanger tubes, of special tubing shapes and of reinforcements for these tubes were the means of attaining the end.

But all makers did not attain it. There were, and are yet, machines that are "whippy" at the crank hanger, which transmit to the rear wheel only a portion—a considerable portion, it is true—of the power which goes into the pedals. Expert and observant riders know such machines. They are to be detected at such times as unusual power is applied, as on ascending steep hills or getting up speed quickly. On such occasions the crank hanger twists, the frame tubes "whip" or distort, the sprocket wheels lose their alignment and the chain grinds on the sprocket teeth. The result is anything but pleasant. The fact that extra power is being applied is proof that an urgent need exists for it, and when any material portion of it fails to reach the rear wheel—is dissipated between it and the starting point, the pedals—it becomes a very serious matter. It frequently means the difference between success and failure in the effort being made.

The mere addition of metal at or near the crank hanger will not accomplish the desired end. A 20 or 22 gauge tube, properly shaped and strengthened, will frequently give a more rigid hanger than a 14 or 16 gauge tube in itself. It all hinges on the treatment of the tube, and the makers who overlook this fact are the very ones whose machines fail under the old, crude test of grasping the chain with the hand and seeing the crank hanger whip in and out as pressure is exerted.

Congress and Good Roads.

It is again before the Congress of the United States to deal with the great question of good roads. For several years past

this question has been becoming of more national importance, and has been receiving more attention from the American people at large. Its full importance is not yet realized by the national legislature. It is a problem of political and industrial economy combined that, unless it is attended to in time, will yet become a political issue.

No nation can become great and remain so with such imperfect avenues of overland communication between its communities as now exist in this country. For the transportation of produce, for social and business travel, for the movement of armies, a great nation must have great highways that yield the maximum of facilitation.

In future years, when automobile trains are being used for hauling grain and all manner of agricultural produce, trains which instead of being kept to a certain track bed, or water channel, can move to east or west from the main highway, to take on or discharge cargo, it is probable that is great canal which is now so useful will be regarded as the folly of an unprogressive people. With good roads throughout the country automobile trains will be able to do the hauling of farm products more economically than either railroad or canal. Branch roads will from all directions connect with the main highway, and the facilities for the farmers in getting their produce to the trains on the main highway that can stop anywhere at will and pass one another, will be so much greater that the landed price in cities will be less.

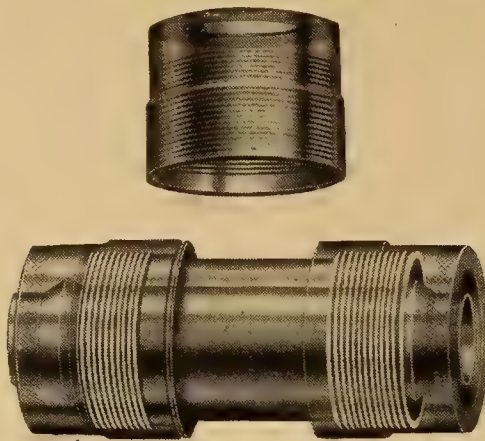
It is these probabilities of the future that make the question of good roads as important as any economical question now before the Congress of the United States.

At its last session Congress had the Brownlow bill for national aid in road building presented to it. Now it has been reintroduced in amended and improved form. Will it be adopted? If some cognizance of the growing importance of this question is not taken ere long by Congress it will, as has been said, become a political issue. When the farmers and the consumers, the merchants and the general people have at their hands the vehicles for convenient, speedy and economical transportation, as soon they will have, and have not the proper highways and are prevented from getting the benefits from the improved vehicles for the want of roads, then the question will be vital and transcending, and good roads will become an issue.

Racyle's Improved Hanger.

In addition to the novel spring fork, as noted in last week's *Bicycling World*, an improved crank hanger—and the crank hanger long has been the Racyle's conspicuous feature—will be a characteristic of the higher priced Racycles for 1904.

In this new hanger convenience of adjustment and removal are the features aimed at and obtained. By taking off the cranks the entire hanger may be removed intact from the frame without disturbing the bearings.

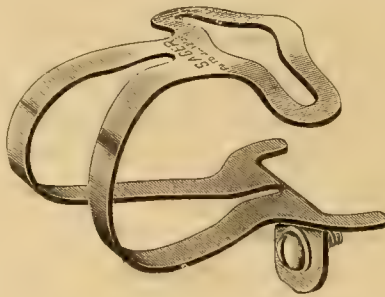


The bottom bracket for this hanger is slotted clear across, while the oil sleeve, machined from solid stock, is threaded at either end, and the cups, which are also turned from solid stock, screw on the outside of this instead of into the bottom bracket.

In other respects the old and the new hangers are exactly alike. The advantage in the latter is in getting a quick chain line adjustment and for removing the entire solid sleeve bearings without dissecting the hanger. In the 1903 hanger the cups screw into the hanger, while the cones are integral with the sleeve.

Toe Clips From Torrington.

In a form improved in a number of details, the well known Sager toeclip is being marketed by the Standard Spoke & Nipple Co., Stamford, Conn., which concern, as



noted several weeks ago, has broadened its line by the addition of several specialties.

The clip is composed of two steel straps shaped to conform to the contour of the rider's toe, while the extremity of the clip is broadened out to form a firm support for the top of the foot. This shape insures a good grip at all times, while leaving it a matter of the greatest ease to withdraw the foot quickly should the necessity for it arise.

Follow up your inquiries thoroughly, advises *Printers' Ink*. The best customers are sometimes the hardest to secure.

Col. George Pope Arouses Memories.

Out at the famous old hill, leading to Eagle Rock, at Orange, N. J., on Thanksgiving Day, there was a rare turning out of veteran and modern cyclists, and memories of other days were deeply stirred. A hill climbing contest for automobiles was being held. A couple of hundred of latter day wheelmen and a few women were among the spectators and just a few veteran riders, one of these being Colonel George Pope, who was in full bicycling rig and had a wheel of well known high grade make.

Most of the veteran riders present, however, were among the automobilists, and it was the sight of their few former associates with their bicycles that stirred the memories of bygone days. Said one to another:

"Do you remember when we used to come here to hold hill climbing contests on the old high wheel and later on the safety? How familiar are all these roads of Essex and Bergen counties! They were the first spread of good roads we had, and we used to flock to them from New York, Harlem and Brooklyn. Do you remember when Billy Brave and Dicky Dare had the race down this hill and both went to smash in the gully and Dare, who landed twenty feet ahead of Brave wanted to collect the winner's stake, which was a feast of hot tamales and beer? How we did consume hot tamales in fall, those days! Say, those were the happiest days of my existence. I never have had so much fun as I did when I used to ride about these roads and race up these hills. How I did enjoy my bicycle! What a grand treat it was to get out for all day on Sunday! And how healthy we were! I wonder why we don't ride now the way we used to do. Seeing these places and these later come riders makes me long for the wheel again. Look at those fellows pushing up the hill. They don't seem to be making the work of it that we did in the contests. Bicycles must run easier than they did. No use, it's the greatest of sports, after all. I suppose we'll all get back to it yet.

Jobb r's Pinch-Penny Shrewdness.

As an indication of how some concerns never overlook a bet a story of one of their propositions came to us this week.

A large manufacturing concern in New England, issuing an expensive catalogue insert offered them to a New York jobbing house to include in their catalogues. Whereupon Mr. Jobber writes to the manufacturer to know if he will keep the inserts and send electrotypes instead, and credit Mr. Jobber with the cost of the inserts, say, \$100. This being equal to an extra discount of 10 per cent on \$1,000 worth of goods, probably all the maker nets, he naturally looked upon it as a nifty offer, especially as he would be deprived of the advertising and prominence sought in preparing the inserts. From the correspondence that followed it is doubted that the jobber gets either cuts or inserts.

"There is no health in the business that can't be benefited by good advertising."

TESTED SLOW SPEED

Novel Contest for Motor Bicycles That Evolved Some Interesting Figures.

If the grave and more or less learned persons who talk glibly of speeds of five or six miles per hour as necessary legal limits had witnessed the quarter mile slow race of the New York Motorcycle Club on Thursday last they must have rubbed their eyes and laughed. It proved such an eye-opener in this regard that repeated in the presence of legislators and motorphobes it could not well fail of educative effect.

The "race" was designed to provide statistics for this purpose and also to prove how slow an engine, without stopping, would pulsate sufficiently to drive a motor bicycle.

It was purely a club affair, and was not much hedged by rules—the chief one to be observed was that the engine must be kept working continuously, and not even a kick of the pedals indulged in. Nothing was said about belts, and, as a result, Herman Jehle, the first man given the word, set the fashion by adjusting the belt of his machine so loosely that it just gripped or slipped on the pulley sufficiently to provide momentum. The engine itself "raced" at terrific speed, but Jehle crawled so slowly that the time-keeper, walking alongside, had no trouble in keeping pace with him. He finished the quarter mile—it was a slight up-grade on Pelham Parkway—in 3:52 4-5.

Save Mankowski, all of the other men with belt driven machines, employed the same tactics. He rode with his belt properly adjusted, and his time, 2:12, represents, therefore, the only performance under normal conditions of a machine of that type. The chain-drivers, the Tribune and Indian, could not, of course, be "loosened up," and were therefore at a disadvantage. The men were started singly or in pairs. The result follows:

1. Herman Jehle, 1¼ hp. Special... 3:52 4-5
2. Geo. P. Jenkins, 3 hp. Marsh..... 3:22 2-5
3. C. S. Mankowski, 2¼ hp. Wagner... 2:12
4. F. W. Harris, 3 hp. Marsh..... 2:09 4-5
5. J. F. McLaughlin, 2¼ hp. Tribune... 1:41
6. M. E. Toepel, 1¼ hp. Indian..... 1:41

D. D. Miller (Orient), George M. Miller (Auto-Bi), John E. Oest (Werner), and H. F. Horenburger (Marsh), also started, but were disqualified by stoppages of their engines.

A braking or stopping contest had been scheduled for the same day, but was postponed.

George Butler, colored, nineteen years old, has been rounded up by the Brooklyn police, charged with the theft of at least two bicycles. Both of them were stolen from an apartment house at 218 Sixth avenue, where Butler, who was employed by a caterer, was in the habit of delivering goods. The thefts were reported to the janitor, who, suspected Butler and watched. On Sunday last he saw him with one of the machines and had him arrested. Butler pleaded guilty and was held for Special Sessions.

Finger Finishes in Front.

The Brower Wheelmen of New York held a fifty-mile road race on Long Island on Thanksgiving Day, the course being from Bedford Rest, Brooklyn, to Bellmore and return, the same as that used for the Century Road Club of America. The Brower Wheelmen are largely members of the Century Road Club Association. T. E. Finger won the race, crossing the line fully a minute ahead of Zaconeck, the second man. H. F. Cranston won the time prize in the excellent time of 2 hours 35 minutes, 61-5 seconds from scratch. There were about seventy starters. Other time prize winners were Cranston, Eustes, Smith, Bichette, Finger and Zaconeck. The first fifteen to finish were:

Order of finish.	Handicap. M. S.	Net time. H. M.
P. J. O'Grady.....	0:30	2:47
J. McComb.....	0:35	2:53
O. Lentz.....	0:30	2:50
F. Mommer.....	0:25	2:48
William Hober.....	0:30	2:57
C. Soulie.....		23—
H. Early.....	0:20	2:52
A. G. Armstrong.....	0:35	3:08
G. Meisner.....	0:35	3:11
Charles Mock.....	Scratch	2:40
T. Shortell.....	0:25	3:04
Frank Dyer.....	0:40	3:21
W. Davis.....	0:20	3:04
P. Sherry.....	0:35	3:25
L. A. Gaffney.....	0:35	3:06
H. Lind.....	0:000	2:53
Frank Riley.....	0:35	2:53
A. Rosenbaum.....	0:40	3:44
A. Miller.....	0:20	3:26

Mock Again Wins Time Prize.

The Century Road Club of America fifty-mile road race, from Bedford Rest, Brooklyn to Belmore, Long Island, and back, held on Thanksgiving Day, was a rousing success. The roads were dry and fast, but it was cold and a brisk wind blew over the course. In spite of the cold nearly eighty ambitious ones started in the race, for which a big string of place and time prizes were hung up. P. J. O'Grady, was the winner and Charles Mock was the time prize winner, his record for the ride being 2 hours 40 minutes. O'Grady, the winner, made second best time. The summary:

	Handicap. Min.	Net time. H. M. S.
T. E. Finger, C. R. C. A.....	30	2:57:42½
M. Zaconeck, C. R. C. A.....	30	2:52:47½
T. Tyler, B. B. A. C.....	25	2:55:09½
A. Clausen, Tiger Wheelmen.....	40	2:55:27
H. F. Cranston, N. A. C.....	Scratch	2:35:06½
L. Went, 23d Regiment.....	20	2:55:01½
H. F. Cranston, N. A. C.....	Scratch	2:35:06½
M. Eustes, Brower W.....	5	2:38:08½
A. Manzo, Jersey City.....	20	2:38:28½
H. S. R. Smith, Tiger Wheelmen..	5	3:39:23½
J. A. Alson, C. R. C. A.....	30	3:09:24
G. Ambros, Pellet W.....	35	3:15:47
F. H. Remington, C. R. C. A.....	40	3:20:47½
P. Bichette, C. R. C. A.....	5	2:41:11½
O. J. Steih, Prospect W.....	15	2:56:11½

Thomas Defeats French at Baltimore.

A two-mile motorcycle handicap race was run at Electric Park, Baltimore, on Thanksgiving Day, sandwiched in between trotting and automobile events. Ray Thomas was the winner, easily beating H. A. French, who had trouble with his machine. Thomas' time was 5 minutes.

COULDN'T CLASS IT

Motor Bicycle so Good at Hill Climbing That it Worries Automobilists.

A motor bicycle of the Indian tribe gave the officials in the automobile hill climbing contest on the Eagle Rock Hill, New Jersey, a few uncomfortable moments on Thanksgiving Day. If the blessed little thing had not gone so fast it would have been all right. The trouble was that it was hard to classify the thing in such a way that it would not beat all the automobiles of the same class and take the first prize away from some automobilist.

The motor bicycle was that of P. H. Johnston, of Newark, a regular model Indian, and he started it in the hill climbing contest with all the big cars. It climbed the hill in fine style in 2:50¾. This was better than any automobile did in the class for machines "listing at less than \$1,000," so if put in that class it would be the winner. Then the class for "vehicles of any price," touring conditions," which meant carrying the full complement of passengers, was considered for it, but it was found that there, too, after the necessary disqualification of the car that made the best time was made, that the little motor bicycle would be the winner in this class, so it would not do. What the final decision of the officials will be is not known yet. The only way they seem to have out of the dilemma is that of classifying it in a special event, in which the only car that made the climb did it in 1:37. Then it will be in second place. The upshot of the affair will probably be that motor bicycles will not be allowed to compete with automobiles.

[Cycling Universal in Christchurch.

"For cycling Christchurch hold the record," writes a New Zealand correspondent. "Owing to the very flat country round about (not a rise or fall of an inch for miles) everybody looks upon the bicycle as a necessity; and wet or fine they make use of them upon every possible occasion. In the main streets the gutters are positively packed with machines belonging to people shopping, and all the public buildings have racks fitted outside for supporting cycles. Every man, woman and child rides, and one seldom hears of an accident owing, I suppose, to the people becoming such experts through constant use."

Robl Best of the Germans.

Robl stands at the head of a list of German racing men. His winnings on home tracks this season amount to \$7,295. Next comes the late Alfred Goernemann, with \$3,350; then Willy Arend, with \$3,030; and a long way after him Karl Kaeser, with \$1,960. Otto Meyer and Ruett follow with \$1,600 and \$1,315, respectively.

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KARL KRON ON TOUR

Veteran Revisits Scenes of his 1883 Ride and Meets With Curious Coincidence.

Good old Karl Kron! The touring habit still retains its charm for him, and he has been revisiting the haunts of twenty years ago, his trusty 46-inch full-nickelled Columbia bicycle and his white flannel shirt and velveteen jacket being now, as then, to the fore, and astonishing the urban and bucolic observer just as they did of yore.

To all save that almost infinitesimal number of *Bicycling World* readers whose memories go back for the best portion of twenty years, it may be necessary to explain who Karl Kron is. One of the Old Guard, who came into cycling when it was a not overly lusty infant, and has remained steadfast in his devotion to it ever since, he is the author of "Ten Thousand Miles on a Bicycle," a voluminous, exhaustive and statistical history of bicycling from the writer's viewpoint, its title being derived from the distance he had covered in tours awheel. It was a monumental work, but, like many monuments, was hardly appreciated as the labor given it deserved. In the years since then Kron has been a pretty consistent tourist, and, except for a brief interval when he was seduced into trying a pneumatic tired safety bicycle, has remained faithful to the high bicycle.

Kron is now, in spite of the lateness of the season, completing a tour through New-York and Northern New-England. He reached Burlington, Vt., early this month, and "The Evening News" of that town says apropos of his arrival:

"A man astride an old-fashioned high bicycle—the Columbia—riding through the streets of Burlington is indeed a novel sight of late years, and when Karl Kron, of New York, the wheeling tourist, reached here he was an object of great interest. Mr. Kron, up to last night, had ridden 29,612 miles awheel. This distance, which, will be seen, is considerable greater than the circumference of the earth, took 20 years to cover, and the rider has ridden the same wheel all these years, albeit it has required some repairs.

"Mr. Kron has been in pretty nearly every country on the globe. Last year he toured Ireland, riding 1,200 miles, and the year previous he rode 1,500 miles, in England. This year he started out October 15 for a tour from Springfield, Mass., north, intending to explore the region along the Connecticut River, across to St. Albans, thence to Grand Isle, and to Burlington. He left today for Rouses Point and will wheel to Malone, Ogdensburg, Ottawa and Montreal, and possibly further north.

"Wednesday will end the fourth week of the present tour and during this time he has ridden 445 miles. In making the present tour Mr. Kron is carrying out a scheme to complete the exploration of a territory

begun 20 years ago, when he journeyed from a point in Canada south through the States until he had completed 1,422 miles, 635 of which were made in Canada and the rest in the United States. This time he goes north and covers a territory farther east than 20 years ago. When the first trip was made it was the longest distance then travelled awheel in this country.

Commenting on this article, and in further explanation of his present tour, Kron writes to the *Bicycling World* from Ogdensburg, N. Y., under date of November 20, as follows:

"Perhaps a few of your oldest readers who have survived the perusal of the touring statistics which I printed in your paper between 1879 and 1884, may be interested in the oddity of the following coincidence: The swiftest long ride ever taken on my 46-inch bicycle was 635 miles, through Canada, in the 14 days ending with Sunday, October 21, 1883, when I reached the ferry on the St. Lawrence River at 9:30 p. m., just too late for the last passage across to Ogdensburg, where I had planned to spend the night at the Seymour House, and where I, in fact, took breakfast on Monday morning, before resuming my ride southward for Virginia. I had never seen that hotel again until yesterday, and when I dismounted before it at 2:15 p. m., after a ride of 20 miles from Canton, my Veeder cyclometer showed that my continuous trail since October 15 (39 days' riding) lacked only six-tenths of a mile of equalling the 14 days' trail of 20 years ago! As I had occasion to visit a nearby bicycle shop, in order to replace my wornout rear tire with a new one, the day's record ended at exactly 635 miles.

"The mileage statistics of my zig-zag route from West Springfield, Mass., to Ogdensburg by weekly stages (bad weather holding me up for only one day of each week, and the adverse winds being restricted to five days of the last week), may be shown as follows: First week, to White River Junction, October 21, 134.9; second, to Barton, October 28th, 120.7; third, to North Hero (on island in Lake Champlain), November 4, 125.5; fourth, to Rouse's Point, November 11, 125.0; fifth, to Canton, November 18, 108.7. My daily estimates of the walking in this distance of 614.4 miles was about 112 miles, and on three of the 30 days I walked more than I wheeled.

"As I have run through four snow storms within the last six days, I have changed my plan of attempting a long ride through Canada, in prolongation of my trail of 1883, and shall steer from this point southward toward Washington Square, on the Island of Manhattan, until deep snows prohibit any further progress.

"My home has been on that square for more than 27 years, and I hope to live there until the close of 1916, which will complete my seventieth year. As a matter of convenience, I often order regular mail matter sent to West Springfield, Mass., (which is my birthplace), because it will be

more promptly forwarded to me thence wherever I may be travelling. It was this fact, no doubt, that led the writer of the allusion to me, which was contained in The *Bicycling World's* quarter-century memorial number of a year ago, to make the statement that I had retired there permanently. In correction of this error I improve the present occasion to assure you that I still remain a registered voter of the great metropolis.

"A lesser coincidence attaches to the fact that when I entered Ogdensburg, yesterday, I wore the same velveteen jacket which was on my back when I made my first foray into the town, 20 years ago, the weather of both days being very frosty. During the first few weeks of the present tour, however, this jacket was strapped on top of my luggage roll, thereby causing fur-coated drivers of horses to stare in wonderment at the summer-like spectacle of a white-shirted rider on top of the lofty and glittering nickel wheel."

Bicycles as Infantry Mount.

"Make the cyclist carry the cycle where the cycle cannot carry the cyclist, and you have solved the problem of mounted infantry," says Commandant Gerard, the French cycle-military enthusiast. In other words, produce a cycle which shall be readily transported over rough ground and a cycling corps equipped with such a machine will form the ideal mounted infantry of the future.

It is one of the stock arguments of the anti-military-cyclist that the mobility of the bicycle becomes useless except on fairly smooth roads; but this individual forgets that the same objection applies to the cavalry, to the foot soldier, and to artillery, none of which can move quickly over rough ground. The aim of the reformer is to devise a machine which can be easily carried by its rider over rough country, and which on favorable ground will carry him at a speed which no other branch of the army can hope to rival. The cyclists of the future will form a corps of mounted infantry without any of the drawbacks of horses, wagons, guns and such like impedimenta; a corps which, as Comandant Gerard says, "will be capable of moving in any direction, taking advantage of the natural contour of the ground, ambushing behind hedges, defiling along ravines, crawling through woods, free and unfettered in every movement."

The German Cyclist' Bund will, on and after April 1, 1904, issue free accident insurance policies to its members. The Bund already has a free liability insurance in operation.

A Belgian cyclist named Mondt is about to attempt the feat of looping the loop on a tandem. His wife will occupy one of the seats.

"The Motor, What It Is and How It Works." See "Motocycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York.

Line up for Good Old Yale!

THERE'S MAGIC IN THE VERY NAME.

Yale Bicycles Bear it Worthily.

Year after year Yale Bicycles have upheld the best traditions of the the Yale name by a steadfast adherence to what has come to be regarded as Yale principles.

The best material, fashioned by the most skillful hands and under the watchful eyes of those to whom Yale Quality is paramount to all else make **Yale Bicycles the Best in the World.**

Fit running mates and selling mates are

STURDY SNELL BICYCLES.

Made in a variety of sizes and styles and at prices that make them ready sellers. A complete line. "Velvet" for the wide-awake dealer.

The factory "reports progress" on the

YALE-CALIFORNIA MOTOR BICYCLE.

We ourselves will be its severest critics. When it satisfies us it is pretty sure to satisfy its users. The Yale guarantee will be behind it.

TO LIVE AGENTS:

Put on your thinking cap. Think hard:—then think harder—then write us.

Then you'll be what we want you to be; what after the selling season opens you'll be glad to be—a dyed-in-the-wool enthusiastic Yale-Snell Agent.

The KIRK MFG. CO.—The SNELL CYCLE MFG. CO., Toledo, Ohio.

VIBRATION IN MOTORCYCLES

(Continued from page 221.)

not unlike that of a piston working in a cylinder, with springs between the piston and cylinder ends. This arrangement would give great lateral rigidity to the rear frame, while the springs would take up a large amount of the road shock not absorbed by the tire. That the vibration arising from the rear wheel is a serious matter cannot be doubted, from the fact that many riders complain of the fatigue experienced after a comparatively short ride; this fatigue arises from the direct communication of the road shocks to the spine. As an indication of how necessary it is to give full attention to this question of insulating the rear part of the frame, it is a fact that were there not such a thing as a spring seat pillar unobtainable, many riders would perforce have had to abandon the motor bicycle as means of locomotion. In conjunction with a really good saddle these very excellent devices undoubtedly greatly diminish vibration; but while they save the rider, much of the vibration is conveyed to the frame, and reaches the footrests or pedals.

The effect of continued vibration on the frame and fittings is a bad one, as is well known; hardly a nut will keep on a thread, unless a split pin or lock nut is provided to secure it; the soldered and even brazed joints in tanks and carbureters give way, causing leaks of the most troublesome description; while as for the damage caused to the ignition accumulators, what rider has not had cause for complaint on this score?

So far the writer has only dealt with vibration caused by travelling over uneven road surfaces. The question now arises, how much of the sum total of vibration on the motor bicycle is caused by the motor itself? Now, in the case of a single cylinder motor—the type almost universally adopted—much depends on the design and power of the motor, the speed it runs at, and the position it occupies in the frame. It is, perhaps, theoretically impossible to eliminate vibration from a single, or even a double cylinder motor; but is the standard pattern of motor as used for motor bicycle designed on lines best fitted to reduce the vibration resulting from the explosions and rapid movement of the various parts? The fly-wheel has a most important function to perform in acting as a reservoir, as it were, to accumulate the energy resulting from the explosions; and yet we have in some engines totally inadequate provision in the way of fly-wheels; there may be enough mass of metal in the usual type of crank disk, but the weight is in the wrong place to make a good fly-wheel.

If, instead of having two practically solid disks of six inches diameter, the weight of metal were utilized in making a single wheel ten or twelve inches in diameter, with practically all the weight concentrated in the rim, very much smoother running would result. At low speeds small disk wheels are

responsible for that most unpleasant jerking so often experienced at every explosion. To adopt a good design of fly-wheel means departing from conventional designs. It would mean that an ouaside fly-wheel and a one-piece crank and shaft would have to be adopted—the soundest engineering practice, as any practical engineer would admit—but makers are loth to strike out on new lines, apparently for the simple reason that it would disturb constructive arrangements, and so the motorcyclist has to put up with a type of engine that accentuates vibration. The balance of the reciprocating parts is another matter to which the greatest attention must be paid; and with this object in view the less weight of connecting rod and piston there is to balance the better; especially where very small fly-wheels are fitter.

With regard to the twin cylinder motor there is no doubt in the writer's mind that that such a motor runs smoother than a single cylinder, because the two pistons can be made to have a balancing effect on each other, for, while one cylinder is exploding the other can be compressing. The only objection to the twin cylinder motor would appear to be the extra number of parts likely to go wrong, and there are not many motorcyclists who wish to have any further complications introduced into their machines without the simultaneous introduction of a big increase in efficiency. But, after all, much depends on high class workmanship in all the details of the motor; this, combined with rigid scrutiny of all the minor parts before assembling, would make the risk of a part breaking very small. The writer believes that a twin cylinder motor could be made to give 30 per cent. more power, weight for weight, than a single cylinder, with a great gain in smoothness of running; this assumes the adoption of an outside fly-wheel and a one-piece crankshaft.

Now, as to the question of engine position and its relation to vibration, the writer has not seen a sound argument advanced to show that the vertical position is the ideal one; it gives a certain symmetry of appearance, no doubt, and it allows of the motor being placed low down in the most rigid part of the frame, and thus helps to minimize side-slip by keeping the centre of gravity low—at least, this is the most generally accepted opinion, although some authorities think otherwise. In a vertical motor there is a downward and upward thrust from the explosion which must tend to accentuate the vertical shocks resulting from the roughness of the road surface. The writer firmly believes that we have an example of the very best position exemplified in the Humber machine, in which the motor is mounted in a sloping position—in fact, as nearly a horizontal position as it is possible to obtain. In this position we have the thrusts acting more directly in the line of progression of the machine. At one time it was the fashion to prophesy all kinds of disaster to motors placed on the slope; the

cylinders would wear oval in a few hundred miles' running, and it would be practically impossible to lubricate the motor; the test of time, however, has shown that these fears were groundless. One often hears it advanced as an argument against the inclined motor that to adopt it means "hanging" the motor on to the frame, whereas a vertical motor can be built in as part of the frame. Is there anything in this contention? What is there mechanically wrong in the idea of a motor being efficiently clamped on to a main tube? Looking at the matter from a practical mechanical point it is difficult to find anything fundamentally wrong with it.

The question of wheel base has not been touched upon: as is well known, a machine having a long wheel base runs steadier on uneven roads than a short wheel based machine. Makers appreciate this, and in most cases a good length of wheel base is provided: there are, of course, reasonable limits to the length of wheel base. To sum up the points advanced in this article as possible solutions of the vibration question, the writer advocates: (1) larger and more resilient tires; (2) springs for both front and rear forks; (3) motors with more carefully designed outside fly-wheels; (4) inclined position for motors; (5) double cylinders for motors over $2\frac{1}{4}$ horsepower; (6) long wheel bases.

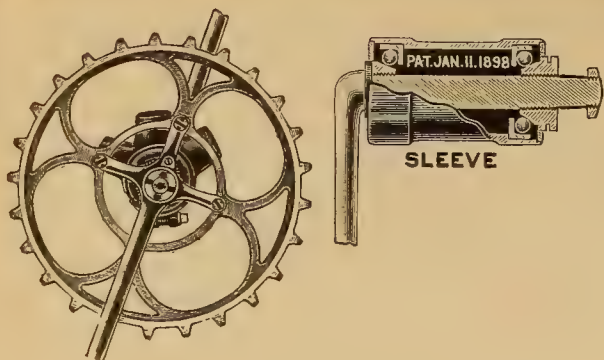
As to the question of transmission and its bearing on vibration, there is still so much to be learned that it is difficult to express an opinion on the point. For smoothness of running a long belt drive is undoubtedly the best, whatever its shortcomings in other directions may be. Next season we shall see in practical use numerous adaptations of the chain drive, all provided with clutches of some sort, and it will be necessary to wait and see how these acquit themselves. The writer is in favor of retaining the belt as the best all-round drive for motor bicycles, although it is very probable that in the future some sort of protection from the effects of mud, etc., will be desirable.

As a Guide for Repair Men.

"One of the little things that would specifically facilitate the repair of chainless bicycles," said Alex Schwalbach, the Brooklyn dealer, one day this week, "would be the indicating by the letters 'L' or 'R,' whether the locking nuts or plates have right or left hand threads. There has been no uniformity in this regard, and as a result repairmen have no means of knowing to go about their work, and as the removal of the plates usually require the use of a chisel, 'going it blind,' as is necessary at present, makes more trouble than there is reason for."

Saddles With Buyer's Name.

The Pacific Coast is taking to Persons saddles with increasing kindness. As an instance: Leavitt & Bill, of San Francisco, are now using so many of them that all of their saddles are being embossed with the ornate design, "Made for Leavitt & Bill."



"D. & J." HANGERS

have stood a market test of 7 years, and they are considered the
STANDARD HANGERS for HIGH-GRADE WHEELS.

Our business has gradually increased, due to the actual merit of our Hangers, while over 95 per cent. of our competitors "have retired."

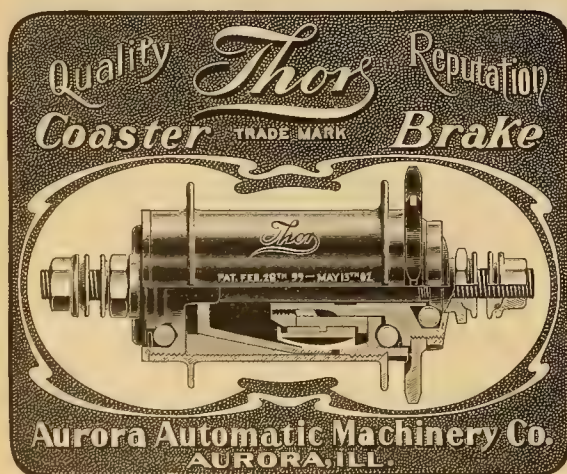
"D. & J." HANGERS cost but a little more than "one piece" or other inferior Hangers, and they add very much to the actual value and selling qualities of a wheel.

Any manufacturer can supply wheels equipped with "D. & J." HANGERS. If he should object, advise us, and we will refer you to others who will appreciate your business.

The Hanger is the heart of the wheel and the Bearings the essential part of the Hanger. "D. & J." HANGERS are mechanically correct, all bearings being within a Sleeve and independent of the frame. (See cut) This every mechanic will appreciate at a glance, and a thorough trial will convince any Manufacturer, Agent or Rider.

**"D. & J." Hangers mean Satisfied Customers,
Satisfied Customers bring Repeat Orders.
Repeat Orders will Build up your Business.**

PARK CITY MFG. CO., = = Chicago, Ill.



**TALK IS NOT ALWAYS FACT.
FACTS REQUIRE FOUNDATION.**

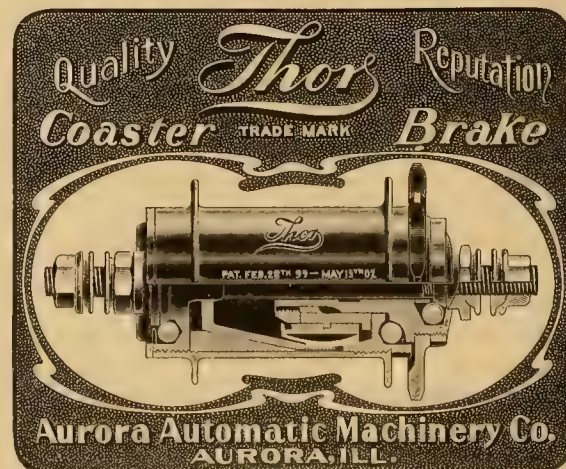
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GOOD AMERICAN ROADS

Congressman Brownlow Reintroduces his Bill for National Highway Improvement.

Congressman W. P. Brownlow, of Tennessee, on last Thursday reintroduced in the House of Representatives at Washington his well known good roads bill. Acting on the criticism of opponents and the suggestions of friends, Colonel Brownlow has revised the bill somewhat, but all the important features have been preserved. The new bill appropriates \$24,000,000 to be used as a fund for national aid in the improvements of highways. This sum is made available during the next three years, at the rate of \$8,000,000 annually. No State or subdivision thereof can secure any part of this fund without raising an amount equal to the share received. The distribution among the several States and Territories is to be made on an equitable basis so as to leave no room for "log rolling." In reference to the bill, Colonel Brownlow says:

"I think my good roads measure has made wonderful progress during the last year. Conventions all over the country have endorsed it, and a number of State legislatures have adopted resolutions in favor of it. The number of public men who have come out for it has exceeded my highest expectations. In the West and South the sentiment for the bill is especially strong. A large number of Senators and members from those sections have assured me of their willingness to support the measure, and it will also have some strong support from the Eastern States, where State aid has paved the way for national aid. I can't see how any man representing a rural constituency can vote for a river and harbor bill and refuse to vote for my bill. And I don't see how any one who wants the rural free mail delivery extended in his State or district can refuse to support a measure to aid in improving the roads, for bad roads are almost the sole obstacle to such extensions. I am hopeful of getting the bill up for discussion in the House early in the regular session."

The amended bill in full is as follows:

A bill to create in the Department of Agriculture a bureau to be known as the Bureau of Public Roads, and to provide for a system of national, State and local co-operation in the permanent improvement of the public highways.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, that there shall be in the Department of Agriculture a bureau to be known as the Bureau of Public Roads.

Sec. 2. That the object and purposes of said bureau shall be to instruct, assist and co-operate in the building and improvement of the public roads, at the discretion and under the direction of the director of said bureau, in such States, counties, parishes,

townships and districts in the United States as shall be determined upon by said director. The general policy of such bureau shall be to bring about, so far as may be, a uniform system of taxation for road purposes, and a uniform method of road construction, repair and maintenance throughout the United States, and to co-operate with any State or civil subdivision thereof in the actual construction of permanent highways.

Sec. 3. That said bureau shall be under the management and direction of the Secretary of Agriculture, and shall consist of one director of said bureau, who shall receive a salary of \$4,500 per annum; one assistant director, who shall receive \$2,500 per annum; one chief clerk, who shall receive \$2,000 per annum; one clerk, who shall receive \$1,500 per annum; one messenger, who shall receive \$720 per annum; four field experts,

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SOME LEAKY TIRES IS
TO PUT INNER TUBES IN
THEM, THUS MAKING
THEM DOUBLE-TUBE TIRES

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who shall receive \$2,000 per annum each; four civil engineers, who shall receive \$1,800 per annum each; four road experts, who shall receive \$1,400 per annum each; one assistant, in charge of road material laboratory, who shall receive \$2,500 per annum; one engineer, who shall receive \$2,000 per annum; one chemist, who shall receive \$1,800 per annum; one petrographer, who shall receive \$1,200 per annum, and such other officers, agents and servants as the director may from time to time require for the purpose of carrying into effect the provisions of this act.

Sec. 4. That there shall be appropriated for the maintenance of said bureau and the use thereof, out of any money in the Treasury of the United States not otherwise appropriated, the sum of \$75,000 for the salaries herein provided for and for the following items: The general expenses of said bureau; to enable the director, under the direction of the Secretary of Agriculture, to make inquiries in regard to systems of road

building and management throughout the United States; to make investigations and experiments in regard to the best methods of road making and the best kind of road making materials; to co-operate in the building of object lesson roads in the several States, in accordance with the plan hereof; to employ local and special agents, clerks, assistants and other labor required in conducting experiments and collecting, digesting, reporting and illustrating the results of such experiments; to investigate the chemical and physical character of road materials; to purchase necessary apparatus, materials, supplies, office and laboratory fixtures; to pay freight and express charges and traveling and other necessary expenses; to prepare, publish and distribute bulletins and reports on the subject of road improvement; to enable him to instruct and assist in the building and improving of the public roads and highways in such States, parishes, counties, townships and districts in the United States as shall determine to follow the plans and methods directed and determined upon by the director of said bureau, and to enable him to disseminate information on the subject of improved roads.

Sec. 5. That if the Governor of any State does not apply within thirty days after adjournment of the next legislature in that State after the passage of this act for national aid in building roads under this act, the proper officers having jurisdiction of the public highways in the civil subdivisions of said States may apply for the aid of the government as provided for in this bill. Every application for the co-operation herein provided for shall be accompanied by a properly certified resolution, adopted by the body having jurisdiction over the highway to be improved, stating that the public interest demands the improvement of the highway described therein, but such description shall not include any portion of a highway within the boundaries of any city or town whose population, according to the census of 1900, shall exceed 15,000 inhabitants. That any State having in operation a State aid highway improvement law, which is satisfactory to and approved by said director, may through its proper officer or officers having jurisdiction of the building of public roads apply to said director for co-operation in the actual construction of its public highways, and the said director may at his discretion use said officer or officers in surveying, planning and constructing said highways.

Sec. 6. That the director of said bureau, upon receipt of any such application, shall investigate and determine whether the highway or section thereof sought to be improved is of sufficient public importance to come within the purposes of this act, taking into account the use, location and value of such highway or section thereof for the purposes of common traffic and travel, and for the rural free delivery of mail by the United States government, and after such investigation shall certify his approval or disapproval of such application. If he shall dis-

approve such application he shall certify his reason therefor to the public officer or officers making the application.

Sec. 7. That if the director of said bureau shall approve such application he shall cause the highway or section thereof therein described to be mapped, both in outline and profile. He shall indicate how much of such highway or section thereof may be improved by deviation from the existing lines whenever it shall be deemed of advantage to obtain a shorter or more direct road without lessening its usefulness, or wherever such deviation is of advantage by reason of lessened gradients. He shall also cause plans and specifications of such highway or section thereof to be made for telford, macadam or gravel roadway, or other suitable construction taking into consideration climate, soil and material to be had in the vicinity thereof and the extent and nature of the traffic likely to be upon the highway, specifying in his judgment the kind of road a wise economy demands. The improved or permanent roadway of all highways so improved shall not be less than twelve nor more than twenty-four feet in width, unless for special reasons it is required that it shall be of greater width.

Sec. 8. That upon the completion of such maps, plans and specifications said director shall cause an estimate to be made of the cost of construction of the road intended for improvement and transmit such estimate to the officer or officers from whom the application proceeded, together with a certified copy of said maps, plans and specifications, including a certificate of his approval of the highway or section thereof so designated as aforesaid.

Sec. 9. That after the receipt thereof the official or officials making the application may file with the director of said bureau a second application, properly certified, stating that such highway or section thereof so approved shall be constructed and maintained according to the provisions of this act, and that the necessary resolution or resolutions to provide for such portion of said estimated cost as by the provisions of this act shall be borne by the State or civil subdivision thereof within which the highway or section thereof to be improved is located has been adopted.

Sec. 10. That in case the boundaries of such proposed highway shall deviate from the existing highway, the officials making the application must provide for securing the requisite right of way prior to the actual commencement of the work of improvement.

Sec. 11. That upon receipt of the application and certified copy of the resolution provided in Section 9, said Director shall advertise for bids for two successive weeks in a newspaper published at the county seat of the county in which the road is to be built, and in such other newspapers or journals as shall be deemed of advantage for the construction of such road or section thereof, according to said plans and specifications, and shall award such contract to the lowest responsible bidder, except that he may in his

discretion award the contract to the State or civil subdivision thereof making the application, and except that no contract shall be awarded at a greater sum than the estimate provided in Section 8.

Sec. 12. That one-half of the expense of the construction thereof shall be paid by the Treasury of the United States upon the warrant of the Controller, issued upon the requisition of the director of said bureau, out of any specific appropriations made to carry out the provisions of this act, and one-half of the expense thereof shall be paid by the State or civil subdivision thereof making application for the co-operation provided for herein: Provided, That nothing herein shall be construed to prevent the State or civil subdivision thereof from distributing the said one-half so that the State may pay a portion, the county or parish a portion, the township or district a portion, and the owners of the land abutting upon said road another portion: And provided further, That no money be advanced by the United States in payment of its portion of the cost of construction as provided for herein, except as the work of actual construction progresses, and in no case shall the payment or payments made thus prior to the completion of the work be in excess of 80 per cent of the value of the work performed, but in all cases 20 per cent must be held until the completion of the work, according to the plans and specifications and to the satisfaction of the director of said bureau.

Sec. 13. That every State or civil subdivision thereof availing itself of the advantages of this act shall, because of having accepted such national aid, contract and bind itself to maintain and keep said roads in good and efficient repair for the free use of the public.

Sec. 14. That for the specific purpose of carrying out the co-operation and actual construction provided for herein, and for the maintenance of said Bureau of Public Roads, there is hereby appropriated, out of any money in the Treasury of the United States not otherwise appropriated, the sum of \$24,000,000, the said appropriation to be available at the rate of \$8,000,000 a year during the years 1904, 1905 and 1906. If any of the appropriation herein made is not expended in the year named, that portion not expended shall become available the succeeding year. This appropriation shall be distributed in the following manner: States having a population of less than 700,000 inhabitants are to each receive the sum of \$250,000. The remainder of the appropriation shall be distributed pro rata among the States having a greater population than 700,000, each of said States to receive a sum equal to the proportion its population bears to that of the total population of said States having a population of over 700,000. These figures as to inhabitants of each State are to be based on the census of 1900: And provided further, That should any State or civil subdivision of any State not avail itself of the amount of money apportioned to it under this act prior to January 1, 1907, its right to secure

this money is to be forfeited, and all moneys so forfeited are to be reapportioned among all other States, and among civil subdivisions of other States, which have applied for national aid under the provisions of this act.

New Branch for the C. R. C. A.

The branch of the Century Road Club Association has been opened in Brooklyn at No. 983 Eastern Parkway, near Franklin avenue. This branch has been established for the purpose of promoting century riding and road racing and wheeling in general. Accommodations for century riders, racing men and wheelmen in general have been installed, such as home trainers, training quarters, lockers, shower bath, sleeping quarters, etc.

The following officers have been nominated to control the affairs of the Brooklyn branch for 1904: President, L. V. D. Hardenbergh; secretary treasurer, W. H. Latham; recording secretary, J. A. Olson; captain, A. Waller; first lieutenant, A. G. Carrier; second lieutenant, G. W. Slater; color bearers, O. W. Stewart and B. Schomberg; buglers, C. Moe and A. Eifler; directors, H. F. Dreyer, G. Duester, J. M. Eitler and J. H. Graham, jr.

Atlanta-Birmingham Circuit Halts.

The proposition for a cycle circuit composed of Atlanta and Birmingham, Ala., has fallen through temporarily owing to the delay of capitalists in Birmingham who expected to put up the money for a coliseum in that city. The project will be brought energetically to the front again after the six-day race in New York City, and it is expected that the circuit will be completed by March 20 1904. After that date races will be held alternately each week at Birmingham and Atlanta.

Work on the new melodrome in Atlanta will be started early in January but a site is yet to be obtained. The construction of the track and building will occupy five or six weeks.

Pittsburg's Coliseum Doomed.

"For Sale.—100,000 feet of lumber, pine, cedar, hemlock; at Coliseum, Allegheny. Send bids to No. 903 Farmers' Bank Building Pittsburg."

The foregoing advertisement appeared in a Pittsburg paper last week, and marked the final stage of the two years' existence of the six-lap board bicycle track in the Smoky City. Ill luck dogged it from beginning to end, accidents and rainy weather, resulting in postponed events, playing a prominent part in the drama.

Baltimore Cyclists on a Run.

The American Wheelmen, of Baltimore, had a run on Sunday, November 22, in which seventy-five members participated. It was in charge of Captain William Morris, who was assisted by Lieutenants William H. Kanne and Robert Emmart and Color Bearer M. Findelsen.

W. G. Frank Still in Front.

W. G. Frank, of the 22d Regiment, maintained his reputation as a fast bicycle rider, winning both of the bicycle handicap events on the card for the games of the 22d Regiment Athletic Association, held in the armory in New York City on Monday evening. He rode from scratch in both events. L. M. Totten was the winner in the novice race. The summary follows:

One-mile novice—Won by L. M. Totten, Company E; George Christian, Company F, second; J. H. Komarens, Company C, third. Time, 2:57 1-5.

One-mile handicap—Won by W. G. Frank, Company A (scratch); F. E. Adams Company I (60 yards), second; J. J. McManus, Company H (45 yards), third. Time, 2:32 3-5.

Two-mile handicap—Won by W. G. Frank, Company A (scratch); F. E. Adams, Company I (80 yards), second; George Van Campen, Company I (80 yards), third. Time, 5:08 2-5.

23rd Regiment Bicyclists Race.

Bicyclists of the 23d Regiment had a share in the events of the indoor games of that regiment, held in the armory in Brooklyn on Saturday evening, November 21. About three thousand spectators were present. Following is the summary of the bicycle events, which were three in number:

One-mile novice—Won by H. R. Roe, jr., Company H; Ernest Seymour, Company H, second; Fred. Stokes, Company E, third. Time, 2:55.

One-mile handicap—Won by Cecil W. Lediard, Company E (40 yards); F. T. Wanner, Company H (scratch), second; A. L. G. Fritz, Company H (50 yards), third. Time, 2:29.

Two-mile handicap—Won by Cecil W. Lediard, Company H (scratch), second; A. L. G. Fritz, Company H (100 yards), second; F. T. Wanner, Company H (scratch), third. Time, 5:03 3-5.

Indian Motorcycles for Pace.

In the motor cycle and motorcycle paced races which are to be held in Madison Square Garden the Saturday previous to the six-day race and during the six-day racing, and the week following. Kennedy and Powers, after looking around for motors which would go at all times and not delay the races, and with which there would be little or no trouble, have arranged to have Indian motor bicycles for pacing machines and also for exhibitions to be given.

Vaseline as a Rust Preventer.

Vaseline, to which a small quantity of powdered gum camphor has been used, is an excellent means of preventing rust on metal; the vaseline and camphor are mixed, of course, and heated over a slow fire.

"The A. B. C. of Electricity" will aid you in understanding many things about motor bicycles that may now seem hard of understanding. Price 50 cents. The Goodman Co., 154 Nassau street, New York. ***

The Latest Foolhardy Trick.

Paris has the newest bicycle sensation. It is a new version of the "loop the loop," a part of the loop being cut away so that the cyclist spins in the air upside down for the smallest fraction of a second, striking the loop again at full speed and righting himself almost before he has time to say Jack Robinson.

The hero of the act is W. H. Barber, the American trick rider, formerly of Rochester, N. Y. A dozen years ago Barber was a well known figure here, and one of the best fancy riders in the profession.

Barber has been preparing for the feat for some time, and last week, in the presence of a very much excited Commissary of Police and a group of newspaper men, artists and photographers at the Casino de Paris he gave his new act for the first time before any spectators.

What Barber does is almost incredible. The loop as it has been looped is familiar to all. The construction of Barber's loop is the same as of old, but about five yards of the top of the loop has been removed and the cyclist jumps through space, head downward, to land on the loop again and shoot out at the end in the usual way.

Why he Escapes Punctures.

A rider who had just remarked that he had not had a puncture for two years was told that he was lucky. He replied:

"It may be I am lucky, but I think I am wise. I credit my freedom from punctures chiefly to the fact that I am using tandem tires on a light roadster single. It is no new trick, and not an idea of my own. I know a number of fellows who are doing the same, and the dealer whom I patronize tells me it is becoming a common practice. They cost a little more and weigh a pound a pair more, but it's worth it. They have life and resiliency which the puncture proof tires have not, and they are almost as tough. Try it and change your luck."

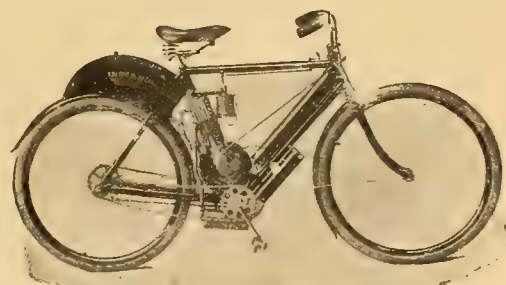
As Usual!

In the New York Motor Cycle Club's 100 miles' Regularity Run November 3d, there were 17 starters—4 of them on Indians.

NINE MEN EARNED MEDALS

Of the Nine

Four Rode INDIANS

Enough Said!

You can depend on the Indian to "get there" every time. As we have said its record is a consistent one—not merely an occasional victory by a lonesome rider, but of repeated winnings in all forms of competition by many riders in many parts of the country.

What sort of a Motor Bicycle do you ride or sell, or intend to ride or sell?

HENDEE MFG. CO.

SPRINGFIELD, MASS.

RIDE A

Cushion Frame

MODEL.

The Highest Grade

OF BICYCLE CONSTRUCTION AND THE MOST

Luxurious Bicycle Made

ALL DEALERS.



A Mark of Excellence

Bicycles like people must be something more than merely "nice" to make lasting friends.

Bicycles out of the ordinary strike all buyers worth striking.

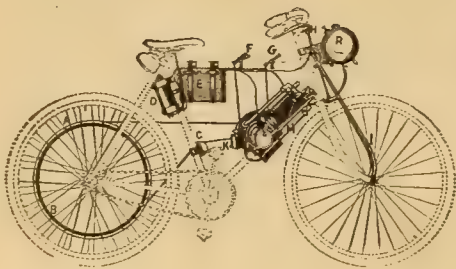
The Eagle with its many **PRACTICAL** and **SPECIAL FEATURES** is out of the ordinary and is bought by that class of discriminating buyers that all agents respect.

Your business can be toned up wonderfully by having something distinctive to offer.

We want for agents, men who feel that they have goods to sell which the public would be the better for buying.

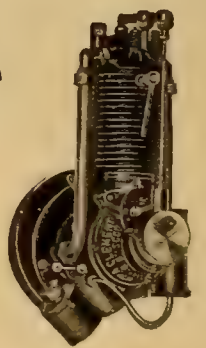
Write us regarding our 1904 proposition.

THE EAGLE BICYCLE MFG. CO.,
TORRINGTON, CONN.



Any Bicycle

Can be Made a Motor
 Bicycle by Using the



CLEMENT MOTOR OUTFIT

It is a source of certain profit for any wide-awake dealer.

HAVE YOU

Ever taken the trouble to Investigate
 ∴ it or to write for quotations? ∴

A. CLEMENT, 350 Sheldon St., Hartford, Conn.

Salina and Sidewalk Riding.

Salina, Kan., has an ordinance which gives to bicyclists the privilege of riding on the sidewalks, one of its provisions requiring riders to dismount on nearing a pedestrian. Because of disregard for this provision the ordinance is likely to be repealed, especially as the Mayor of the city is very much in earnest in his support of the repealing measure.

There appears to be no popular demand for the repeal of the ordinance, but, on the contrary, the local newspapers advise bicyclists that they may yet save it by remembering that it is important to obey the dismounting requirement, even when a friend says, "Don't get off for me." Mayor Anderson's sole animus in the matter seems to be a desire to guard the city against possible suits for damages should pedestrians happen to be injured on the sidewalks by careless bicyclists.

While the bicyclists have themselves to blame in the matter, which is too frequently the case in other places than Salina, Councilman Miller made an excellent point in the discussion of the repeal ordinance when he suggested that it would be better for the Mayor to make some effort to enforce the ordinances rather than to repeal them.

The Philadelphia Motorcycle Club, of which Charles Krauss is a leading spirit, has continued its runs through October and November, cold weather having no effect on the members. Runs will be laid out for all winter, as there are a few "hangers on" who ride all winter.



THE CHIMES OF TRINITY;

THE MOSSBERG CHIMES

BOTH

WORLD RENOWNED

FRANK MOSSBERG CO. ATTLEBORO, MASS.

SEND FOR CATALOGUE

EACH A CREDIT TO THE OTHER.

PIERCE CYCLES

Fitted with

PERSONS SADDLES



are fitted to worthily bear His Majesty the American Citizen. Cycle and Saddle form an ideal combination with which the joys of wheeling are to be had in the fullest measure.

THE GEO. N. PIERCE CO.,
BUFFALO, N. Y.

B.G.I. PEDALS



NOW READY

These famous Pedals have surely worked their way to the front. What has overcome all competition? B. G. I. QUALITY which is better than ever in 1904.

HIGH GRADE BICYCLES REQUIRE HIGH GRADE EQUIPMENT

Every Maker, Jobber, Dealer and rider knows that B. G. I. PEDALS are Standard. Use them and avoid explanations.

THE BRIDGEPORT GUN IMPLEMENT CO.
313-317 BROADWAY, NEW YORK CITY

WANTS AND FOR SALE.

15 cents per line of seven words, cash with order.

DEALERS wishing second-hand bicycles, write for prices. **WILLIAM McDOUGALD**,
357 North State Street, Chicago, Ill.

ALL ROADS ARE EASY WHEN THE



**STAR
BALL
RETAINER**
IS USED.

With millions in daily use, it has stood the test for more than five years, and is adaptable to ball bearings of any kind.

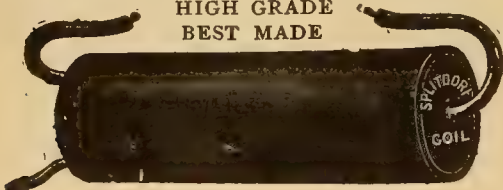
If you are users of ball bearings we would be pleased to hear from you and mail you our catalog with the latest information which we know would be profitable and interesting to you.

THE STAR BALL RETAINER CO., Lancaster, Pa., U. S. A.

Write for 1904 Catalogue,
Bicycle and Automobile Supplies
THE KELSEY CO.,
BUFFALO, N. Y.

SPLITDORF SPARK COILS.

HIGH GRADE
BEST MADE



C. F. SPLITDORF, 17-27 Vandewater St., New York.

Special Stampings
FROM
SHEET METAL
THE CROSBY CO., - Buffalo, N. Y.

JOHN S. LENG'S SON & CO.

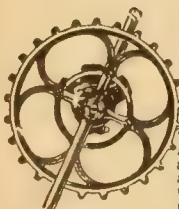
4 Fletcher Street, NEW YORK,

CARRY A COMPLETE STOCK OF

BICYCLES, TIRES, SUNDRIES.

CAREFUL ATTENTION PAID TO

PROMPT SHIPMENT.



"D. and J." Hangers
are
Absolutely the BEST.
WHY?

They are Mechanically Correct, Accurately ground, Lightest, Nearest Dust and Water Proof, Neatest in Appearance, and they are used by the best Manufacturers and ridden by the best Professionals and Amateurs of America.

PARK CITY MFG. CO., Inc., CHICAGO.

HIGH GRADE

wheels must have the
best equipments.

There is nothing that gives more value for
the money than the use of the

MORSE TWIN CHAIN
ROLLER CHAIN



NOISELESS IN MUD, WATER OR
DUST AND ALWAYS EASY RUNNING.

The only chain having Frictionless
Rocker Joints. Insist on having the
Morse Twin Roller. Fits regular
sprockets.

Send for Catalogue and
Trade Price to

Morse Chain Co., Trumansburg, N. Y.

OILERS.

"PERFECT"



25c.

"GEM"



5c.

"LEADER"



10c.

"CROWN"



5c.

"STAR"



10c.

We make oilers for almost the entire trade. The quality of our
oilers is unequalled.

CUSHMAN & DENISON, Mfrs., 240-2 W. 23d St., N. Y.

BARGAINS FOR BICYCLE DEALERS

IN
**TIRES, COASTER BRAKES,
CAS LAMPS, Etc.**

Write to-day for complete Catalogue.

THE E. H. HALL COMPANY (Incorporated),
Jobbers Bicycles and Supplies,
59-65 Exchange St., Rochester, N. Y.

Motor Equipment,

Applicable to any Motor Bicycle.

THE A. CLEMENT CYCLE MOTOR
& LIGHT CARRIAGE COMPANY,
HARTFORD. - - CONNECTICUT.

DON'T BUY TIRES

until you have had our proposition on

"Black Diamond" and "Rochester Guaranteed"

They are the very best value today. Write us about them.

THE SIDNEY B. ROBY CO.,
Jobbers of Cycle Supplies. Rochester, N. Y.

SPROCKETS.

We supply nearly all
the best trade.

PARISH & BINGHAM CO.

CLEVELAND, OHIO.

The Week's Patents.

744,038. Driving Mechanism for Bicycles or Like Vehicles. Alexander T. Brown and Charles E. Lipe, Syracuse, N. Y. Filed March 31, 1893. Serial No. 468,556. (No model.)

Claim.—1. In a bicycle or like vehicle, the combination of a rear fork comprising at one side a bar, brace and slotted tang, and at the other side a bar, and removable brace provided with an eye or ring; a rear wheel axle having one end seated in the slotted tang and the other end perforated; the rear end of bar being passed through the perforated end of the axle and through the encircling ring of brace, substantially as described and shown.

744,394. Process of Making Single Tube Pneumatic Tires. Theron R. Palmer, Jeanette, Pa. Filed June 11, 1903. Serial No. 161,027. (No model.)

Claim.—A process of making single tube pneumatic tires, consisting substantially of imposing one strip of canvas, frictioned on both sides and of sufficient width and length to form the outside layer of the inner tube of the tire, upon a strip of sheet rubber, of like width and length as said strip of canvas, so as to project over said rubber strip at one end and one edge thereof, uniting said strip of canvas and rubber together without leaving any air between them, securing the valve stem therein, and folding the opposite edges of said composite strip over together and joining their edges and ends so as to form said composite strip into an annular tube, and then inflating the annular tube so formed and rolling the outer layers of the tire thereon, substantially as set forth.

744,428. Driving Mechanism for Chainless Bicycles. Christian Stollewerk, Aix-la-Chapelle, Germany. Filed April 20, 1903. Serial No. 153,520. (No model.)

Claim.—A driving mechanism for chainless bicycles comprising a pedal shaft, a larger wheel loosely seated upon said pedal shaft, triangular notches in the hub of said wheel, lock balls in said triangular notches, a flanged ball race secured to said pedal shaft and inclosing said lock balls and said notched wheel hub, friction balls between said ball race and said notched wheel hub, an intermediate shaft, a bevel pinion on said intermediate shaft meshing with said larger wheel to transmit the forward motion of said pedal shaft, triangular notches in the hub of said second wheel, lock balls in said triangular notches, a second flanged ball race secured to said pedal shaft and inclosing the lock balls and the notched hub of the second wheel, a bevel pinion upon the intermediate shaft meshing with said second wheel to transmit the backward motion of the pedal shaft to said intermediate shaft, a bevel wheel secured to said intermediate shaft, a hind wheel shaft, and a bevel wheel secured to said hind wheel shaft to transmit the motion of the intermediate shaft to said hind wheel shaft.

744,483. Automatic Pump. Walfred F. Carlberg, Sisseton, S. D. Filed July 25, 1903. Serial No. 167,004. (No model.)

If you are not familiar with the line of

Liberty Bells

permit us to post you. It will be apt
to prove profitable,

LIBERTY BELL CO., Bristol, Conn.

Claim.—1. An automatic pump for inflating wheel tires, comprising a strap encircling the wheel hub, a guide extending from said strap to the wheel rim, a pump cylinder mounted to slide lengthwise of said guide and adapted to force air into the tire, a crank shaft mounted on the hub and operatively connected with the pump cylinder, and a stationary cam plate for operating said crank shaft in each revolution of the wheel.

744,543. Bicycle Support. Milton Henoch, Laporte, Ind. Filed April 18, 1903. Serial No. 153,229. (No model.)

Claim.—1. A bicycle support, comprising supporting arms or members, a relatively long brace rod pivoted to said members, the free end of said rod being curved to form a bearing portion for the frame of a bicycle, and a tongue formed on said rod adapted

to contact with a member of the front fork of a bicycle when the rod is in its non-operative folded position, substantially as set forth.

744,574. Protecting Mantle for Cycle or Air Tubes. Christian A. Leske, Heldburg, Germany. Filed June 4, 1903. Serial No. 160,096. (No model.)

Claim.—In a tire, the combination with the inner tube, of a mantle consisting of an animal hide in a tawed state having the hair on one side thereof, said hair side of the hide being turned inwardly against the inner tube, substantially as described.

Holder for Collapsible Tubes.

To keep collapsible tubes of rubber solution from breaking and the contents leaking or drying up take a small hand pump, remove

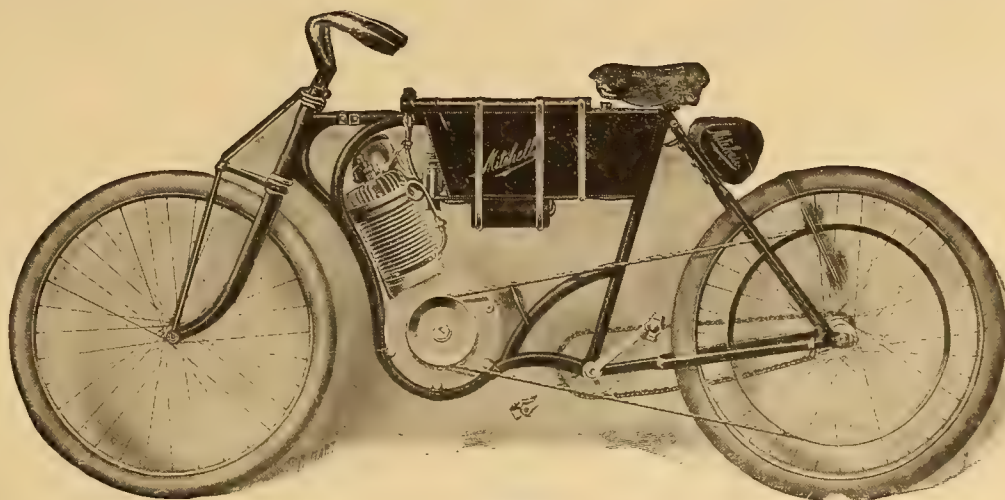
cap and plunger, cut off to desired length, allowing space for a bit of rag in bottom and a cork in open end. Put in tube, having rags enough to prevent it moving; cork the open end, and your rubber solution is safe. I have tried wrapping it in cloth and carrying in tool bag and carrying it in my pockets, and it has always broken in some way or dried up and was not there when I wanted it.

What Case Hardening is.

The process of case hardening consists in bringing steel or iron articles into contact with carbon in closed boxes or pots, and raising them to the requisite temperature for a sufficient length of time; afterward the articles are reheated and cooled by quenching in oil or water.

Mitchell Mile-a-Minute

3½ Horse Power



MODEL 53.

\$225.00

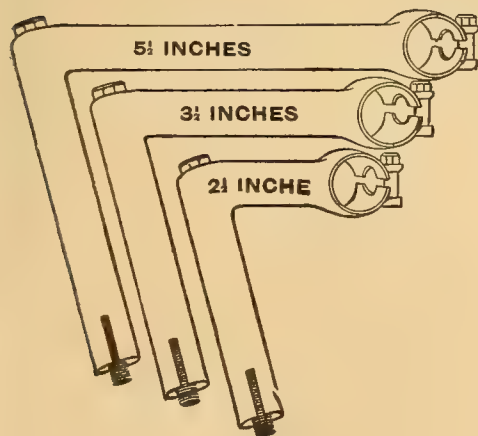
There are fast horses and slow horses, strong horses and weak horses,
BUT OUR HORSES

are out of three-and-one-half-inch-bore by four-inch-stroke and are the strongest, fastest and best bred in the world.

WISCONSIN WHEEL WORKS, Box A, Racine Junction, Wis.

New England Representative: AUTOMOBILE & MOTOR-CYCLE CO., East Rochester, N. H.

St. Louis Agent: HARRY R. GEER, 1017 Pine St.



Patented June 13, 1899.

IDEAL HANDLE BARS

for the Season of 1904

will all be made of seamless tube and stems and extensions out of one-piece drop forgings. Prices lower than ever before and bars better than ever before. Manufacturers and Jobbers get our prices. Why not get the real thing, when prices are about the same? Bars made any shape and widths. Bars, stems and extensions sold in the black or finished and nicked. Motor Bars are made to suit all machines. Jobbers, get in line and catalogue our goods and you will be in it. Get the genuine "Ideal" goods. All our bars, stems and extensions are stamped "Ideal". Write to-day for prices and electros.

Sole Manufacturers,

IDEAL PLATING CO.,

No. 3 Appleton St., Boston, Mass.

WE MAKE HIGH GRADE BICYCLES

that have stood the test.

**The FOWLER,
The MANSON,
The SHERMAN.**

They are known the world over and have always given satisfaction. We make three grades of unequalled superiority and speed qualities. NEW MODELS FOR 1904.

Write us for Catalogue and an Agency.

Special prices quoted to dealers on standard Bicycle Supplies, Tires, Coaster Brakes, etc.



FOWLER-MANSON-SHERMAN CYCLE MFG. CO.
241-249 South Jefferson Street, CHICAGO, ILL.

If you have not **THE MOTORCYCLE** Do it now. It
 booked your sub- **MAGAZINE** cannot well fail
 scription for . . . 154 NASSAU STREET, NEW YORK to interest you.

NEVER LEAK

STOPS LARGE PUNCTURES.

This is the only fluid that can be legally used in pneumatic
 TIRES. Suits now pending.

BUFFALO SPECIALTY MFG. CO.,
 Buffalo, N. Y.

If You are Interested in Automobiles,

THE MOTOR WORLD

Will Interest You.

It's readable,
 and you can understand what you read.

Published Every Thursday

at 123-5 Tribune Building, New York.

\$2.00 per Year.

Specimen Copies Gratis.

THE CYCLIST
 INCORPORATING
THE MOTORCYCLIST
 FOUNDED 1879
 THE AUTHORITY OF THE CYCLING WORLD.
 No. 1563 Vol. XXV WEDNESDAY, AUGUST 15TH, 1902. (100 PERY)

**THE KEY NOTE TO THE
 BRITISH TRADE**

Read it and keep in touch with
British Inventions
 And Movements in the British Trade and
 Pastime

Special Trade Section included to
 Specimen Copy Post Free Trade
 Subscribers

ILIFFE & SONS Ltd.,
 COVENTRY, Eng.

If you ride or sell,
 or intend to ride or sell
 motor bicycles

"Motocycles and How to Manage
 Them"

is the very book you need.
 Every page teaches a lesson. Every illustration
 "speaks a piece."
 And there are 126 pages and 41 pictures, too

Price, \$1.00.

The Goodman Co., 124 Tribune Bldg., New York



Through Train and Car Service in
 effect June 15, 1902.

TWO FAST TRAINS

	"Chicago" Special Via Lake Shore.	"North Shore" Special. Via Mich. Cen.
Lv. Boston	10.45 A.M.	2.00 P.M.
Due Albany	4.10 P.M.	7.35 "
" Syracuse	7.55 "	11.25 "
" Rochester	9.45 "	1.15 "
" Buffalo	11.40 "	
" Toledo	5.55 A.M.	
" Detroit		8.25 "
" Chicago	11.50 "	3.15 P.M.

"Chicago Special" has through Buffet Library Smoking Car
 and Dining Car to Syracuse and from Toledo to Chicago.

"North Shore Special" has Dining Car to Albany, and from
 St. Thomas to Chicago. Both trains run daily and are made
 up of the most modern and luxurious vestibuled Sleeping Cars
 running through to Chicago.

For other service west, time tables, reservation, etc., address

A. S. HANSON, Gen. Pass. Agt., Boston.

BOSTON & MAINE R. R.

LOWEST RATES

FAST TRAIN SERVICE

BETWEEN

Boston and Chicago,

St. Louis, St. Paul,
 Minneapolis

and all points West, Northwest, Southwest.
 Pullman Parlor or Sleeping Cars on all
 Through trains.

For tickets and information apply at any
 principal ticket office of the company.

D. J. FLANDERS, Gen'l Pass. & Ticket Agt.
 BOSTON.

The Best Advertising Medium
 for the Irish Trade is

THE IRISH CYCLIST

Specimen copy and advertising rates on
 application to

MECREDY, PERCY & CO., Ltd., Props.,
 34 Abbey St., DUBLIN.

TO THE LIVE MAN

interested in cycling who realizes the value of keeping informed
 about all that concerns it this blank will be hint enough:

THE GOODMAN COMPANY,

124 Tribune Building, New York.

Enclosed find \$2.00 for which enter my subscription
 to the BICYCLING WORLD for one year, commencing
 with the issue of.....

Name.....

Address.....

THE BICYCLING WORLD

FOUNDED
• 1877

and MOTORCYCLE REVIEW

In which is incorporated "THE WHEEL" (New York) and the "AMERICAN CYCLIST" (Hartford)

Vol. XLVIII.
No. 10.

New York, N. Y., U. S. A., Saturday, December 5, 1903

\$2.00 a Year,
10 Cents a Copy.

"Rip Van Winkle was a lucky man,"

BUT THE MANUFACTURERS, JOBBERS AND BICYCLE DEALERS
WHO HAVE CONTRACTED FOR

Pennsylvania Rubber Company's
1904 LINE
OF
Tires ^{and} Inner Tubes
ARE
LUCKIER

AS OUR OUTPUT IS ABOUT SOLD.

SECURE SAMPLES AND PRICES AT ONCE.

PENNSYLVANIA RUBBER COMPANY, Jeannette, Penna.

"THE FIFTY MILE AN HOUR WHEEL"

READING
STANDARD

THEY'RE COMING YOUR WAY! OUR TRAVELERS

— WITH —

The 1904 Reading Standard Bicycles and Motor Cycle.

PROFITS

WILL COME YOUR WAY ALSO

— IF —

YOU Secure the Agency for this Superb Line.

Our 1904 Bicycle Catalogue and Motor Cycle Booklet

WILL TELL YOU ALL.

READING STANDARD CYCLE MFG. CO., Reading, Pa.

WRITE TO-DAY.

READING
STANDARD

"THE FIFTY MILE AN HOUR WHEEL"

Bicycle Manufacturers

WHO BUILD THEIR WHEELS WITH

DIAMOND E SPOKES —AND— NIPPLES

ON EVERY SPOKE OF WHICH APPEARS THE FOLLOWING TRADE MARK:


TRADE  MARK

offer the assurance to riders of their bicycles that trouble from rusty spokes will be reduced to a minimum. This grade is plated by our new, special process known as "SPECIAL PLATE." Grades No. 2 and No. 6 are also plated by this process when required.

All grades and sizes of spokes and nipples for vehicles ranging in size from the lightest racing bicycle to the heaviest touring car are manufactured by

THE STANDARD SPOKE AND NIPPLE CO.

TORRINGTON, CONN.

A decorative border with a repeating floral motif surrounds the entire advertisement.

KOKO Tires

are
the kind
that
hold customers
and
help business.

USE THEM
AND
BE HAPPY.

KOKOMO RUBBER CO.

KOKOMO, IND.

THE
G & J TIRES
 FOR
BICYCLE
 OR
MOTORCYCLE

give satisfaction first, last,
 and all the time, because of
 their uniform quality, honest
 construction and durability.

**THEY RIDE WELL,
 LOOK WELL,
 WEAR WELL,
 AND
 MAKE RIDING A PLEASURE,**

for the reason that they pos-
 sess unequalled resiliency
 and speed, stand a vast
 amount of wear without de-
 terioration, and are the sim-
 plest, most manageable tire
 that was ever invented.

**When Anything
 Happens**

just pull out the tube, stick on a patch
 and Ride.

G & J TIRE CO.
 INDIANAPOLIS IND.

New York Selling Agency, 81 Reade Street

A Lot of New Things

Send for a set of Poster Sheets
 Describing and Illustrating our
 1904 MODELS

SADDLES,
PEDALS,
TOOL BAGS.

They will interest you.

FEDERAL MFG. COMPANY
 GARFORD FACTORY ELYRIA, O.

Thinking Time.

Possibly you haven't contracted for your full supply
 of Front and Rear Forks, Seat Posts, Stays, Head
 Stems and Tubing—then it's time to think about
 doing so.

We can still extend our Special Prices if you
 correspond right away.

In making our parts, no cull tubing is used. The
 "Pick of the Mill" is none too good.

In buying Standard Tubing you see "What's
 what," because it's made from flat stock—being just
 as good inside as outside.

This is somewhat different from the ordinary
 tubing which is made from round stock—stock that
 can't be inspected. Therefore flat-stock Tubing,
 Standard Seamless Tubing looks better and is better
 than round-stock Tubing—ordinary tubing.

Try a sample and convince yourself.

**STANDARD
 WELDING CO.**
 CLEVELAND OHIO

DEALERS

Secure the Staple Article,

THAT TOTALLY DIFFERENT WHEEL THE RACYCLE.

WRITE US IF YOU CAN'T WAIT FOR OUR SALESMEN.

No Cheap RACYCLES — Past, Present or Future.

We have never cut or reduced an established price on the RACYCLE, and, therefore, everyone knows that its riders must have money or they couldn't ride the RACYCLE.

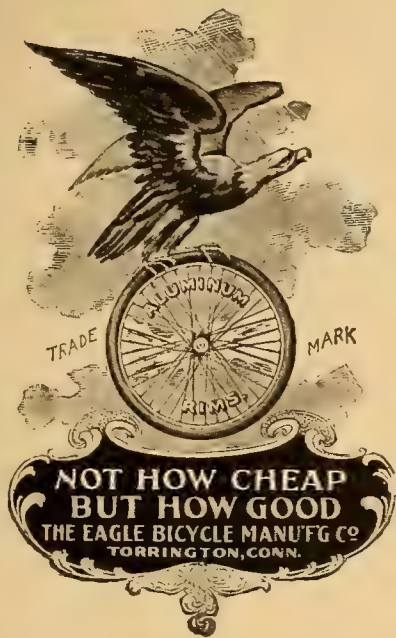
Our Agents are never afraid of being thrown down, for John Jones can't can buy a carload of RACYCLES any cheaper than Sam Smith can buy his samples.

Don't be gulled into buying a lot of "Has Been" bicycles at advanced prices, when even the riders know that for three years they have been selling at any old price.

Send to-day for RACYCLE Catalogue and Prices.

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio.

"EAGLE" Construction is "Standard."



It is true that commercialism has produced a multitude of counterfeit bicycles, but it is easy to sift the good from the bad, the false from the true, the "Standard" from the "counterfeit." We have been building Standard Bicycles for sixteen years, and we propose to show the trade that our

1904 STANDARD and Popular-Priced BICYCLES

will have the benefit of our long manufacturing experience in both quality and finish. A bicycle built by this Company and sold under the **Eagle** name plate is sufficient guarantee of its worth.

If the Eagle line is not represented in your locality, write us for our 1904 proposition.

THE EAGLE MFG. CO.,



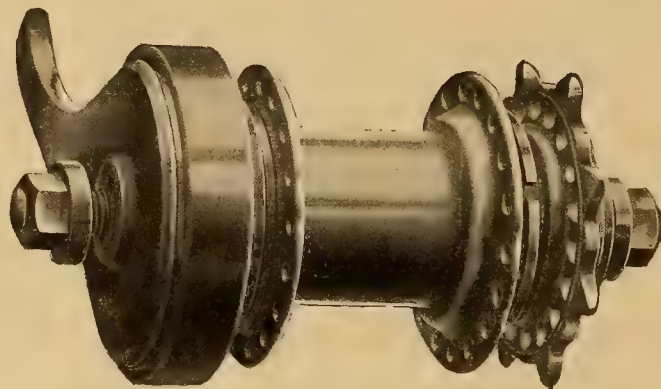
Torrington, Conn.

=====1904=====

Pope Coaster Brakes

ARE BUILT IN THE

COLUMBIA FACTORY



Backed by Pope Reliability

and

Bear the Pope Trade Mark.

A GUARANTEE OF HIGH QUALITY.

LIVE JOBBERS WILL SUPPLY THEM.

POPE MANUFACTURING COMPANY,

Eastern Department, HARTFORD, CONN.

Pope Manufacturing Company,

MAKERS OF THE

Famous Chainless Bicycles

*Equipped with Two-Speed Gear,
Coaster Brake and Cushion Frame,*
AND
ALL STANDARD CHAIN MODELS.

EASTERN DEPARTMENT, HARTFORD, CONN.

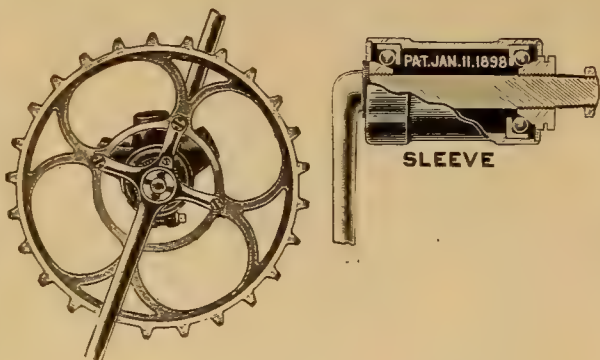
WESTERN DEPARTMENT, CHICAGO, ILL.

**Columbia,
Cleveland,
Tribune,
Crawford,
Fay Juveniles,**

**Rambler,
Crescent,
Monarch,
Imperial,
Crescent Juveniles.**

The models for 1904 are improved in design, workmanship and finish. The ingenuity of the inventor and skill of the mechanic are evidenced in every detail, and all the machines have been brought thoroughly up to date. Improvements of the greatest utility embodying all the modern inventions for luxurious comfort stamp the new models with that high standard which has always been evidenced in Pope Quality.

The salesmen of the Eastern and Western Departments are just starting for their respective territories. Those who have known the Pope policy and who desire to enter a line which promises good profit and permanency should apply for agencies in territory not already occupied.



"D. & J." HANGERS

have stood a market test of 7 years, and they are considered the
STANDARD HANGERS for HIGH-GRADE WHEELS.

Our business has gradually increased, due to the actual merit of our Hangers, while over 95 per cent. of our competitors "have retired."

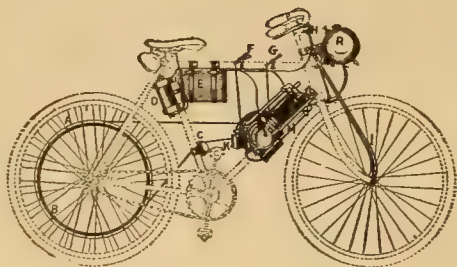
"D. & J." HANGERS cost but a little more than "one piece" or other inferior Hangers, and they add very much to the actual value and selling qualities of a wheel.

Any manufacturer can supply wheels equipped with "D. & J." HANGERS. If he should object, advise us, and we will refer you to others who will appreciate your business.

The Hanger is the heart of the wheel and the Bearings the essential part of the Hanger. "D. & J." HANGERS are mechanically correct, all bearings being within a Sleeve and independent of the frame. (See cut.) This every mechanic will appreciate at a glance, and a thorough trial will convince any Manufacturer, Agent or Rider.

**"D. & J." Hangers mean Satisfied Customers,
 Satisfied Customers bring Repeat Orders.
 Repeat Orders will Build up your Business.**

PARK CITY MFG. CO., = = Chicago, Ill.



Any Bicycle

Can be Made a Motor
 Bicycle by Using the



CLEMENT MOTOR OUTFIT

It is a source of certain profit for any wide-awake dealer.

HAVE YOU

Ever taken the trouble to Investigate
 ∴ it or to write for quotations? ∴

A. CLEMENT, 350 Sheldon St., Hartford, Conn.

PERSONS SADDLES—1904

THE HEIGHT OF PERFECTION.

These saddles are neither stuffed nor padded and have no iron or wooden bases. The tops are cut from pure oak middlings, tanned on the long-time process. The leathers are yielding and comfortable, but never sag.

PERSONS SADDLES ARE SUPPLIED REGULARLY TO THE MAKERS OF THE FOLLOWING CYCLES:



List, \$2.25.

The lightest saddle made fitted with Universal clamp. It represents the refinement of many years of experience and study. Of established quality and popularity, its sale is steadily increasing.



List, \$2.75.

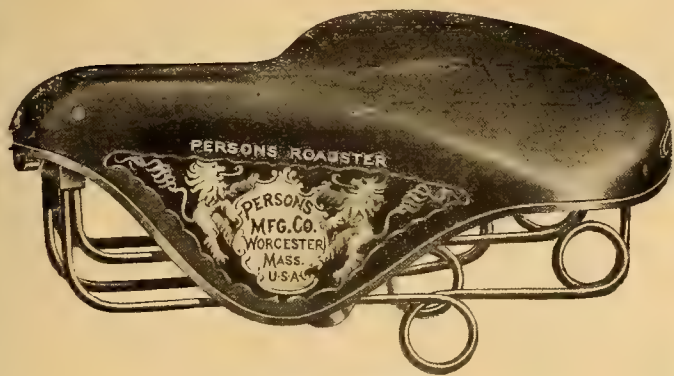
Many riders have a preference for four-wire saddles and a strong demand for our Old Comfort Model has developed wherever introduced. It possesses several features entirely new in this type of saddle, particularly noticeable being the clamp and tension adjustment. The closest possible selection is made of tops for these saddles, and they are practically non-stretchable.



List, \$2.50.

The Royal is a saddle of superb lines, quality and finish. The cable springs are of three strands of tempered piano wire, and make a sweet riding saddle. It has been considered the Model-ne-Luxe in America for many years.

Leathers, Black or Brown.



List, \$3 00.

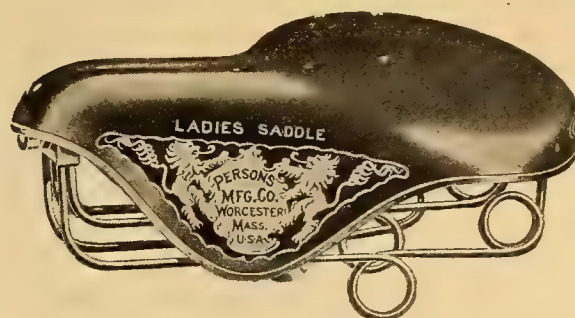
The Royal Roadster is one of the most comfortable saddles in the world. It has a very wide seating surface, no sharp corners, a narrow and concave pommel (a distinctly PERSONS feature) and is made throughout to sustain, and, if possible, add to our reputation.

COLUMBIA
CLEVELAND
DAYTON
PIERCE
ORIENT
NATIONAL
YALE
EAGLE
SNELL
HUDSON
JOHNSON
TRIBUNE
HARTFORD
WALTHAM
RAMBLER
FOWLER
RACYLE
BELVIDERE
ELDRIDGE
IMPERIAL
MONARCH
CRAWFORD
WISCONSIN
READING



List, \$2.00.

The lightest suspension saddle on the market, yet guaranteed for regular service. Used by the leading makers in equipping speed machines and of unequalled popularity among the fast riders.



List, \$3.00.

Many ladies have neglected cycling on account of uncomfortable saddles, but we have here a model that wins converts wherever it becomes known. It is due to your customers that you show them this seat.



List, \$3.00.

A saddle on sensible lines for sensible people; one a rider will never shift from if he once tries it. The coils in the springs make it quite resilient.



List, \$2.50.

A trim, light saddle, especially adapted to the needs of the fast brigade, to whom we cordially recommend it. The springs are guaranteed.

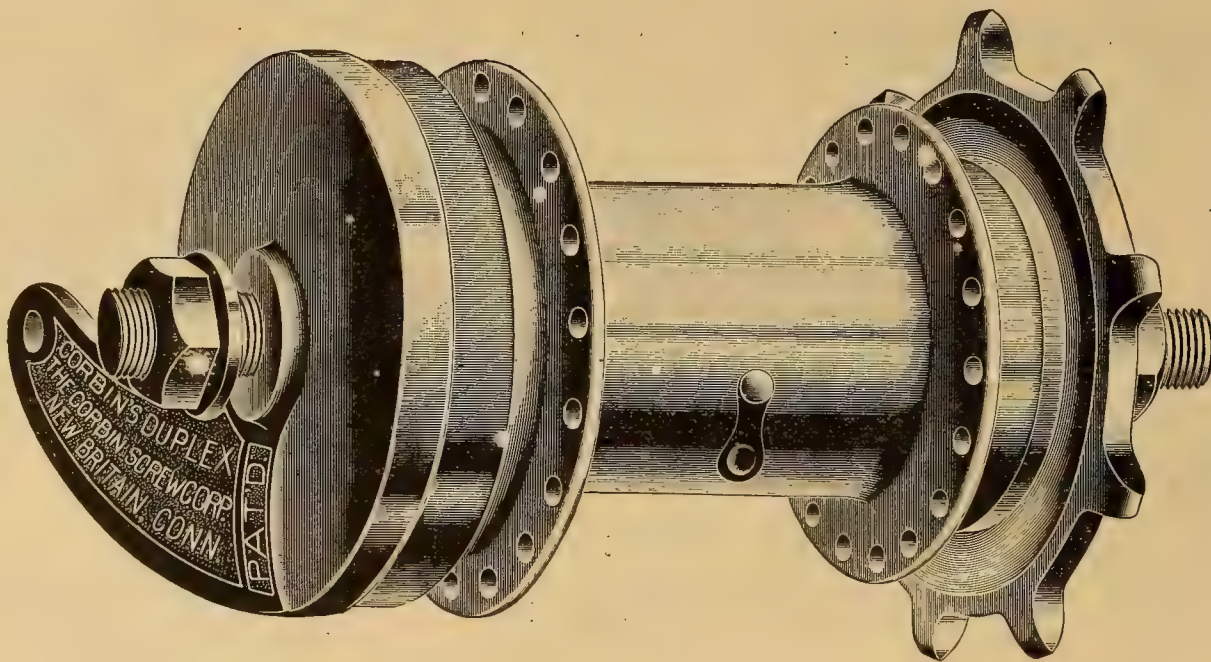
CLAMPS, 5-8 inch and 7-8 inch, drop forged, machined, polished and plated. The clamps used in these saddles are the only ones in the world designed to bind all the wires of a saddle and seat post by tightening one screw. In the 7-8 inch clamp even pressure is applied to the post; the screw does not come into contact with the tube.

No Extra Charge for Nickeled Springs on PERSONS Saddles.

SELECT YOUR FAVORITE AND DEMAND IT ON YOUR BICYCLES.

PERSONS MFG. COMPANY, Worcester, Mass., U. S. A.

You Hear it Everywhere:
“That Corbin Coaster Brake
certainly is a Winner.”



And if ever you used it or sold it you
cannot but join in the swelling chorus.

CORBIN
SCREW CORPORATION,
NEW BRITAIN, CONN.

The Bicycling World

AND MOTOCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVIII.

New York, U. S. A., Saturday, December 5, 1903.

No. 10

"DETROIT PLAN" LIST

Seventeen Articles Formally Cataloged by the N. C. T. A. After Taking a Mail Vote.

After many months and much, much work and discussion, the articles to which the "Detroit plan," as adopted by the National Cycle Trade Association, will apply, are now public property. They are as follows:

- Bridgeport and Star pedals.
- Christy saddles.
- Diamond chains.
- Corbin coaster brakes.
- Diamond E spokes.
- G. & J. tires.
- Goodrich tires and sundries.
- Kelly handle bars.
- Kokomo tires.
- Morgan & Wright tires.
- Morrow coaster brakes.
- Never Leak tire fluid.
- New Departure coaster brakes.
- Pope coaster brake and nameplate bicycles.
- Solar lamps.
- Twentieth Century lamps.
- Veeder cyclometers.

Contrasted with the list of manufacturers who gave their written approval to the Detroit plan, this list appears meagre; it represents, however, those makers who respected as well as approved the conditions to which they subscribed. The articles listed are those on which the manufacturers have fixed a selling price which they will require to be maintained in accordance with the agreement, in consideration of which the N. C. T. A. will swing the weight of its favor and orders. As other manufacturers prove their good faith by requiring the maintenance of their prices, their productions will be added to the list.

The appearance of the Pope Mfg. Co.'s nameplate bicycles was unexpected, but it signifies little, as the Pope people have always held to their figures.

The articles specified were listed after a mail vote of the executive committee of the association, the radical enlargement of which, by the by, is under consideration.

Harry T. Dunn, manager of the Fisk Rubber Co., returned last week from his annual pilgrimage to the Pacific Coast. He brought back the smile that "says things."

Bank Failure Involves Acme Co.

Press dispatches from Elkhart, Ind., state that the Acme Cycle Co., of that place, will shortly be compelled to make an assignment. The contemplated step is necessitated by the failure of the Indiana National Bank, of Indianapolis, in which the Acme Co. was a heavy depositor.

The Elkhart concern made the Acme bicycle and machines for the jobbing trade. It possessed the distinction of being the only concern in the trade under the active control of a woman. The latter is a Mrs. Thompson, and she has managed the concern's affairs for a considerable time.

Sportsman Show Spaces Sell.

The Bicycling World's urging of last week had its effect, and, as a result, all who desire central spaces in the cycle show which is to form part of the Sportsman Show, February 19 to March 5, will have to speak quickly. The George N. Pierce Co. and the Reading Standard Cycle Mfg. Co. both entered the list this week, leaving but nine of the central spaces unsold. When these are disposed of there will remain only those spaces abutting the wall.

Bought Day Plant for Creditors.

It develops that A. L. Garford, the head of the Federal Mfg. Co., who last week was recorded as being the purchaser of the defunct Day Mfg. Co.'s plant at Buffalo, acted in the interests of a number of creditors. It is their purpose to dispose of the stock and machinery on hand and prevent the factory from again being employed in cycle manufacture.

Weston Effects to be Auctioned.

W. F. Hodges, trustee of the bankrupt I. A. Weston Co., Jamesville, N. Y., makers of wheels, rims and hubs, has obtained an order from the court to dispose of the assets at public auction. The sale has been set for December 14 "at the front door of the County Courthouse in Syracuse."

Declared Bankrupt Despite Protests.

Despite its remonstrance, the Bean-Chamberlin Mfg. Co., Hudson, Mich., finally has been adjudicated a bankrupt. It is probable that the Detroit Trust Co., which has been acting as receiver, will be continued as trustee.

MAY BE MASTER PATENT

Coaster-Brake Grant, Forgotten for ten Years, Comes to Light—Its Broad Claims.

It has but just come to light that the Pope Manufacturing Company recently came into possession of a patent, which, it is believed, will have a most important bearing on the coaster brake trade—a patent which, strangely enough, appears to have been entirely overlooked for ten years, despite the turmoil of litigation. It is No. 520,728, granted May 29, 1894, to William A. Courtland, of New York, and is so broad in its first claim that it is thought it will prove the master patent and thoroughly dominate the manufacture of the now popular device.

How broad it is is evidenced by the language of the claim referred to, which is as follows:

"In a bicycle or other cycle, the combination of the treadles, the drive wheel, a braking wheel or disk, and a clutch operated by the treadle and adapted to be placed by pressure on said treadle in connection with either the driving wheel or said brake disk or wheel."

There are, of course, earlier patents than Courtland's bearing on the art, but all apply to a particular method of construction and do not compass all forms as Courtland's grant appears to do; it seems to cover the very principle of the coaster brake and that it is deemed valuable its purchase by the Pope Manufacturing Company indicates. At the office of that company no information regarding their intentions is obtainable, but it was agreed that it was "queer that such a patent had been so long overlooked."

Courtland's complete claims, as set forth in his patent, are as follows:

1. In a bicycle or other cycle, the combination of the treadles, the driving wheel, a braking wheel or disk, and a clutch operated by the treadle and adapted to be placed by pressure on said treadle in connection with either the driving wheel or said brake-disk or wheel, substantially as set forth.

2. In a bicycle or other cycle, the combination of the treadles, a driving disk or member operated thereby, a clutch disk or member connected to the driving wheel, a

braking disk or member and a band brake operated by said driving disk or member and having means for connecting it with said clutch by driving or braking pressure, substantially as and for the purposes set forth.

3. In a bicycle or other cycle, the combination of the driving sprocket wheel or member, the driving disk connected thereto, the dogs and dog carrying disk, the clutch disk, the braking disk connected to the wheel axle and the band brake, and having its opposite ends connected to its disks and arranged and adapted to operate substantially as and for the purposes set forth.

4. In a bicycle or other cycle, the combination of the driving wheel or member, the driving disk, the dogs the dog carrying disk, clutch disk, the braking disk, the band brake connected to said disks and as set forth, and the dog operating plate carried by disk.

5. In a bicycle or other cycle, the combination of the driving wheel or member, the driving disk connected thereto, the dog carrying disk, the clutch disk, the brake disk, the band brake, the dogs having springs and the dog operating plates mounted on said disk and arranged and adapted to operate substantially as set forth.

6. In a bicycle or other cycle, the combination of the disks and the band brake having its ends connected to said disks and the spring returning lever arranged and adapted to operate, substantially as set forth.

7. In a bicycle or other cycle, the combination of the disks and a clutch and brake mechanism operated thereby, the spring and stud, arranged and adapted to operate, substantially as set forth.

8. In a bicycle or other cycle, the combination of the disks and a clutch and brake mechanism operated thereby, the spring and stud arranged and adapted to operate, substantially as set forth.

Courtland deemed it wise to explain his conception of the word "disk" in the following language:

"I may remark that I adapt the term "disk" for certain parts merely as a short term conveying approximately the shape of such parts, which are, however, in reality, preferably not flat disks, but circular dished pieces of metal centrally pierced for the passage of the axle."

Another Tire Fluid Suit Brought.

The Buffalo Specialty Mfg. Co. state that there will be no let up in the aggressiveness of their renewed campaign against alleged infringers of the Duryea-Neverleak tire fluid patents. As additional evidence of the fact they last week instituted suit against Joseph Strauss & Son, the Buffalo jobbers, for infringement of their rights in selling and offering for sale "Longhurst's Tire Balm." President Cabana of the Specialty Company states that he has but to be informed of any tire compound, whether in powder, paste or liquid form, to assure prompt action on his part.

EXPORTS TAKES A JUMP

For Second Time Within Year They Show an Increase—British Australasia's Gain.

For the second time within a year the monthly report of exports of bicycles and parts shows an increase. During October they reached a value of \$143,862, as against the \$127,445 of October, 1902. This gain is more than accounted for by British Australasia, which for several months has been a heavy buyer.

There were no heavy losses outside of the United Kingdom and British Africa, which dropped about \$6,000 in each case. The Philippine Islands took only \$735 worth of goods, whereas a year ago they purchased \$3,982. Belgium, France, Germany, British North America and "Other Asia and Oceania" each dropped between \$2,000 and \$2,500.

Next to British Australasia, which increased its purchases from \$15,097 to \$33,434, the biggest gain is shown by "Other Europe" the biggest gain is shown by "Other Europe." It bought \$14,391 worth, as against \$6,656 in 1902. The Netherlands also gained \$4,000, while small increases were made by Italy, Mexico, "Other South America" and Hong Kong. Japan continues to be a heavy buyer, the \$36,038 taken by it being a slight gain over the \$35,619 of October, 1902.

The exports in detail for the month and ten months, respectively, are as follows for the corresponding periods:

The good showing of the Latin American countries is especially noteworthy. Mexico, Cuba, Argentina, Brazil, "Other South America" and "Other West Indies and Bermuda" all make substantial gains.

Exported to	October—		Ten Months Ending October—		
	Values. 1902.	Values. 1903.	Values. 1901.	Values. 1902.	Values. 1903.
United Kingdom	\$15,408	\$9,040	\$441,231	\$359,896	\$209,637
Belgium	1,768	3,850	31,413	42,348	45,539
France	3,566	1,303	179,292	161,729	102,043
Germany	7,927	5,422	186,486	244,972	125,622
Italy	1,635	2,589	44,109	58,345	45,363
Netherlands	4,407	8,273	133,211	127,865	99,266
Other Europe	6,656	14,391	260,669	264,582	162,901
British North America	9,419	7,851	282,490	162,358	144,457
Cen. Am. States and Brit. Honduras.	203	300	4,913	2,427	2,310
Mexico	1,511	2,758	19,015	22,178	46,960
Cuba	330	2,090	11,777	9,866	14,474
Other West Indies and Bermuda....	3,177	3,601	43,480	40,832	27,918
Argentina		1,236	5,974	6,384	10,880
Brazil	522	1,013	5,391	5,580	7,932
Colombia	68	105	682	813	661
Venezuela	67	34	1,596	419	315
Other South America	1,211	2,442	23,610	16,382	16,141
Chinese Empire	532	674	51,163	24,160	15,487
Hongkong	566	1,398	46,984	43,492	21,252
British East Indies.....	2,388	1,316	3,255	5,195	5,972
Japan	35,619	36,038	196,695	357,826	354,776
British Australasia	15,097	33,434	166,117	178,788	275,815
Philippine Islands	3,982	735	28,200	17,737	21,568
Other Asia and Oceania.....	3,224	795	19,905	25,431	23,043
British Africa	7,155	1,383	77,691	96,048	39,670
All other Africa.....	1,007	1,791	5,695	7,248	6,153
Other countries.....			282	12	63
Total.....	\$127,445	\$143,862	\$2,271,326	\$2,285,910	\$1,826,218

Genuine Ideal Bars are Stamped.

Because of the good reputation of the Ideal handle bars, the Ideal Plating Co., Boston, say they have been troubled by reports of sales of spurious bars that are claimed to be of Ideal manufacture. They desire, therefore, to place purchasers on guard and to call attention anew to the fact that all genuine Ideal bars bear the stamp "Ideal."

The Retail Record.

Carlinville, Ill.—Eugene Twitchell; fire.
Walpole, Vt.—W. D. Knowlton; new store.
Geneva, Ohio—Ray Rich succeeds Hugh Payne.
Columbus, O.—E. A. Neff, petitioner in bankruptcy.
Lawrence, Mass.—A. H. Higgins succeeds Edward Mosher.

Board Files his Schedule.

James L. Board, the former Chicago bicycle manufacturer, against whom bankruptcy proceedings are pending, filed his schedule last week. It gives his debts as \$689,317, and his assets as \$181,278. Every step in the proceedings against him is being fought by Board.

Ayers an Eagle Traveller.

The Eagle Bicycle Manufacturing Company has added a good man to its traveling staff in the person of F. H. Ayers. Ayers previously traveled for C. B. Barker & Co., and knows the trade book thoroughly.

Columbus Dealer Assigns.

E. A. Neff, a dealer in Columbus, Ohio, has filed a petition in bankruptcy. His liabilities are \$3,225 50, and the assets are given as \$1,329 09.

USES GRIP CONTROL

**Reading Standard Motor Bicycle Employs
New Thor System—Price of Machine \$210.**

The same energy and purposefulness which have marked the conduct of the Reading Standard Cycle Mfg. Co., Reading, Penn., since the entire control has been in the hands of W. F. Remppis, is to be devoted to the pushing of the Reading Standard motor cycle. It is made up of the well known Thor motor and fittings, and contains a number of improvements, including the Thor grip control.

The complete machine happily combines efficiency and pleasing appearance. It is driven by a Thor gasolene motor, rated at $1\frac{1}{4}$ horsepower, but developing 2 horsepower or more, built into the frame in place of the usual diagonal. The arrangement of motor, carburetter, battery case, gasolene tanks, etc., is compact and convenient, while the system of chain transmission gives a positive and efficient drive.

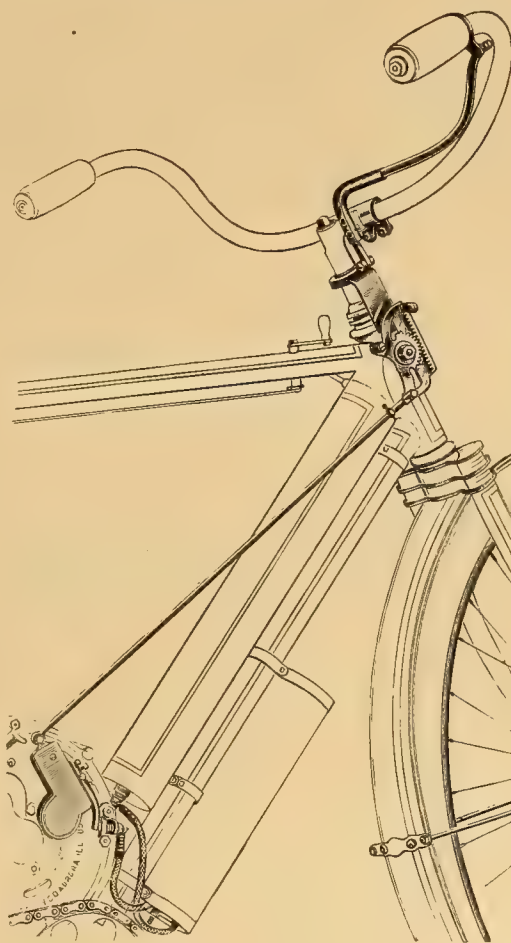
The most noteworthy feature of the machine is the system of control through the grip. The operating mechanism is contained in the right hand grip, and a twist of the hand starts or stops the machine and regulates its speed within the two extremes of which it is capable. The same operation opens the exhaust valve and breaks the electrical contact, thus causing the power to be shut off entirely, while to turn the grip the reverse way closes the valve and makes the electrical connection. It is also possible so to adjust the mechanism that the circuit will be broken without opening the exhaust valve, thus permitting the engine to be used as a brake, while avoiding a wastage of the current.

With this mechanism the usual wires connecting the handlebar grip with the contact breaker are entirely done away with. A square tube, bearing some resemblance to

a brake lever, is connected with the right hand grip, and a second tube is fastened to it on run parallel with the handle bar stem; the lower end of the second tube is connected with a gear rack, placed vertically, into which fits a gear segment, which is rotated by the turning of the grip. This rotation is communicated to a rod leading on one side to the circuit breaker and on the other to the exhaust valve. Turning the grip in one direction opens the valve and breaks the circuit; in the other it closes the valve and makes the circuit.

The operation is mechanical and positive. The parts are not unsightly nor clumsy, and are protected from injury by falls or other means. The great segment is provided with two removable levers, which can be used to manipulate the mechanism in case the handle bar is bent or broken.

The machine lists at \$210.



POPE WESTERN PRICES

**A Slight Advance all Along the Line is Made
—Chainless Improved Models \$90.**

The price list on the bicycles of the Western factories of the Pope Manufacturing Co. has been issued, and it, too, like the Eastern price list, shows a slight general advance, although the relative difference in price between the two lines, the Eastern wheels generally speaking, costing more, is maintained.

This difference between the prices on the Eastern and Western products is noted particularly with reference to the "chainless improved" models—that is, the chainless with two speed gear, coaster brake, cushion frame and spring front fork. The Western models of this sort list at \$90, while the Eastern models are \$100.

The advance in prices that has been made in the Western prices is illustrated in the case of the Ramblers, in which the prices on the chainless wheels are \$5 more than last year, for each model. In this line, instead of there being two roadster models, one at \$40 and the other at \$35, there is now one at \$40 and one at \$30.

Each brand of the Western wheels—namely, the Rambler, Crescent, Imperial and Monarch—will have for next year a complete line of models as follows:

Chainless Improved, comprising two-speed gear, spring fork and coaster brake, with cushion frame, men's and women's	\$90.00
Chainless Improved, as above, but with rigid frame, men's and women's	85.00
Chainless, with cushion frame, men's and women's	70.00
Chainless, men's and women's	65.00
Chain, cushion frame, men's and women's	50.00
Chain, Boulevardier, men's only	50.00
Chain, roadster, men's and women's	40.00
Chain, roadster, men's and women's	30.00
Tandems, D. D. and combination	60.00
Juveniles, boys' and girls' 20-inch wheels, 14½-inch frame	20.00
Juveniles, boys' and girls' 24-inch wheels, 16-inch frame	22.50
Juveniles, boys' and girls' 26-inch wheels, 18-inch frame	25.00
Motor Bicycles	225.00

Distinguishing Features of Pope Line.

For 1904 the Pope Mfg. Co.'s Western Department is to distinguish its several bicycles not merely by their nameplates, but by stamping the name of the bicycle also on the principal parts. Saddles, cranks, seat-posts, hubs, handle bars, sprockets, and even each line of the chains, will be branded Rambler, Crescent, Imperial, Monarch, as the case may be. Each line will be distinguished by detachable grips of a different design, all of them, however, of hard, highly polished black rubber to match the frame finish and the saddle, as black saddles will also be a characteristic.



A
1904
Business
Bringer.

Spring Fork,
Cushion Frame,
Coaster Brake,
National
Bicycle.

National Bicycles
Our Only Product.

NATIONAL CYCLE MANUFACTURING CO., Bay City, Mich., U.S.A.

Just as SOUND as GOVERNMENT BONDS

Manufacturers and Dealers who Contract for

FISK TIRES

RUN NO RISKS

Because they are Always Marketable and can be sold at a Profit

BECAUSE THEY SATISFY

and the guarantee is taken care of.

GET ON OUR MAILING LIST

FISK RUBBER COMPANY, Chicopee Falls, Mass.

BRANCHES:

BOSTON, 604 Atlantic Ave.	SPRINGFIELD, 40 Dwight St.	NEW YORK, 83 Chambers St.	PHILADELPHIA, 916 Arch St.	CHICAGO, 52 State St.
SYRACUSE 423 So. Clinton St.	BUFFALO, 23 W. Genesee St.	DETROIT, 254 Jefferson Ave.	SAN FRANCISCO, 114 Second St.	

THE BICYCLING WORLD

FOUNDED 1877
and MOTORCYCLE REVIEW

In which is Incorporated
"The Wheel" and the "American Cyclist."

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Change of advertisements is not guaranteed unless copy therefor is in hand on SATURDAY preceding the date of publication.

Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, DECEMBER 5, 1903.

Make A Timely Holiday Suggestion.

As a Christmas gift a bicycle is usually just as acceptable and a great deal more useful than most of the presents that mark the holiday season.

If the men who are in business to sell bicycles properly appreciated the fact, there would be very many more bicycles sold for the purpose than is the case. But they do nothing of the sort. They sit with folded hands and inactive brain while storekeepers all around them advertise or hang out signs or placards and display their wares in a fashion calculated to attract the holiday buyer.

The purchaser of Christmas gifts is usually in a receptive frame of mind. "What shall I give?" is the question uppermost in mind. He fairly craves help—suggestion.

If bicycles were but brought to his mind as other goods are suggested, there is no doubt that bicycles would play a large part in the season's offerings.

Why not bring it to his mind? If you can-

not afford to advertise you certainly can attractively arrange your store or your window and display a seasonable sign or two.

At this time of the year all is fish that comes into the cycle dealer's net. But fish cannot be caught unless the hook is baited.

Bait your hook and make an effort to catch some of the holiday trade.

The McKinley Tariff.

So much has been said by English trades and press men about the iniquitous McKinley tariff of 45 per cent, which, according to them, drove the English bicycle out of this country, that is it rather odd to learn how little is really known concerning that tariff. Here is the Cycle Trader, for example, uttering such arrant nonsense as this:

"It is a bit of surprise to learn that the McKinley tariff of 45 per cent came into operation in 1891. We were, and still are, under the impression that it came into force in 1898."

The Trader's source of information was Mr. William Priest, of the Quadrant Cycle Co., whose goods once sold largely here. He is quoted as saying:

"In the United States the duty on cycles was 35 per cent until the year 1891, when it was raised by the McKinley tariff to 45 per cent."

Mr. Priest is, of course, much nearer the truth than the fatuous Cycle Trader, which is still "under the impression" that the McKinley tariff came into effect in 1898—two years after the author of the bill was elected President. As a matter of fact, the bill became operative in 1890. It was introduced on April 16, 1890, approved by President Harrison on October 1, and went into effect October 6, 1890. It is small wonder that Englishmen are still floundering in an abyss of doubt regarding the disappearance of their American business when such profound ignorance as this exists.

We have stated it so often and so unequivocally that we almost despair of making it so clear that the average Englishman can get it through his noggin, but we will make one more trial: The tariff had absolutely nothing to do with the ruin of English trade with this country. A duty of 35 per cent was levied on bicycles brought here up to and including 1890. In October of that year the McKinley duty of 45 per cent took effect and has remained unchanged ever since.

In 1888 the imports of British bicycles—the safety—began to increase, following the falling off which took place when the English high bicycle lost its hold here. These

imports increased steadily in 1889 and 1890, with the duty at 35 per cent, and when it was raised to 45 per cent the increase in imports became still more marked, and in 1891 and 1892 they exceeded anything recorded before or since. According to Mr. Priest's own showing, the figures for 1892 were \$1,276,260.

After 1892 shipments fell off rapidly, until by 1895 or 1896 they had become insignificant. The cause for this was the same that had operated in the late 80's—American makers learned to turn out machines superior to anything that came from the other side.

What Catalogues Need.

It is to be hoped that the compilers of the 1904 catalogues will realize the value of at least a page of "fine frenzy," of crisp breeziness or whatever other term that may suggest itself to describe enthusiasm. It used to be the caper, but of late years the average "preface" or "introductory," has been of the perfunctory, humdrum, dry-as-dust variety that conveys not even a suggestion of real interest or enthusiasm.

The bicycle readily lends itself to thoughts and pictures and interweavings of sunshine, green fields, leafy lanes, shady nooks, babbling brooks, the ocean's roar, coursing blood, glowing cheeks, tingling nerves, the dash uphill, the dart down dale. It is merely the spirit of cycling. Made use of, it leavens the mass and they illuminate an otherwise dull page. It conveys suggestions, mind pictures of the pleasures and effects of cycling. There's a great deal more merit in suggestion of the sort than many hard matter of fact merchants and manufacturers believe or permit themselves to believe. It will help sell bicycles, as it will help sell almost anything else. Personal aversion to "pretty phrases" or objection to the time spent in composing them should not be allowed to blind or distort the view. It has paid, does pay and always will pay. The great trouble with too many manufacturers is that they are so deeply engrossed in producing their goods that they have no time for the proper consideration of the little things—the fine points of salesmanship.

The trouble with most bicycle catalogue compilers is that they take everything for granted.

"Everybody knows everything about bicycles, so what's the use of wasting words on them," is about the axis on which their ideas revolve.

As a result the catalogues interest and appeal only to those who are interested in bi-

cycles. Their real purpose, that of interesting people who are not interested is thus defeated.

A few "fine phrases" and a few attractive photographs or drawings of more than bicycle or parts of bicycles will go a long way toward arousing or restoring interest in many souls.

Put the Best Foot Foremost.

First impressions are often lasting ones, and the public frequently takes its cue from them and makes an appraisal in accordance therewith. Prosperity wears an unmistakable face, depression quite a different aspect. The first attracts, while the second repels.

Highly desirable as it is to cause the bicycle business to appear to be ranged under the prosperity banner, it is seldom possible to do so. Simulation is no easy task, especially in the case under notice. The difficulty is enhanced by the recollection of the past, of the halcyon days when one of the most extraordinary movements of modern times was in full tide. That recollection remains to plague—almost to curse—the trade of today. Were it not for the comparisons invited by the thought of the boom, the present circumscribed but healthy condition would be regarded with satisfaction.

But if the face turned toward the public cannot be made to spell high prosperity, there is no reason why it should always bear the hallmarks of extreme depression. The maker or the dealer can easily put his best foot foremost—in fact, it is the least he can do. To do otherwise is to take part in the work of damning the business, of hopelessly discrediting it in the eyes of the public. Even a coward sometimes whistles to keep up courage, and we all know that Dutch courage is very cheap as well as very poor stuff indeed.

There have been many changes in the trade during the last half dozen years. The weaker vessels have been pretty effectually disposed of—gone to pot, as it were. If it has not been exactly a survival of the fittest—for some of the good concerns have gone along with the bad—it has at least brought about a marked improvement in a number of respects. The remaining tradesmen—and particularly those who are retailers—no longer entertain illusions regarding the present or the immediate future. They know the business is down to hard pan, and they are no longer surprised when a season does not result in the large volume of business that formerly marked it. They have learned to cut their garment according to the cloth at

their disposal—to conduct their establishments on a scale proportionate to the business transacted.

But where they "fall down"—and again we are referring more particularly to the retailers—is in failing to give the impression, not of prosperity, but of contentment. Most emphatically they do not put the best foot foremost. Their stores are not well kept and cared for, there is frequently a "don't care" air about the machines on the floor, and an appearance of discouragement pervades the establishment, and customers are quick to see it. It is as if a plaint were continually being sung, something to this effect: "We know that cycling is no longer 'fashionable,' that we are fallen from our former high estate, that we owe an apology for being here at all. But we will be as unobtrusive as possible, and hope you will not object if we continue to try to make an humble living."

There is no reason for such an apologetic attitude. It simply confirms people in the belief that cycling is a "dead one," and thus drives a few more nails into the coffin. A complete change of front should be made. The immense amount of riding that still takes place, all classes taking part in the pastime, should be pointed out, and no opportunity let slip to say and do something to encourage more riding. More attention should be paid to the store, to the machines and sundries, to see that they are well displayed and attractive. Optimism should mark the demeanor of the salesmen and other employees, the employer not being excepted. In short, to use the vernacular, the trade should "brace up" and "get a move on itself."

Correspondence is one form of advertising that is neglected a great deal by some business houses, particularly retail establishments. Many a good customer is lost by a careless letter. Brevity is called the soul of wit, but in this strenuous life and in the rush of business we are apt to curtail our letter writing so much as to cause us the loss of many friends and much good business.

A letter cannot possibly be as strong and convincing as a personal interview; all the more reason why it should be written in language of no uncertain or doubtful meaning, says a contemporary.

Although the average crank length has undoubtedly increased, there appears to be no demand for the extremely long cranks at one time so strongly recommended.

More British Company Reports.

English company reports continue to be made public showing widely differing results. That of the Centaur Cycling Company, for example, one of the oldest concerns in the trade, was of a disquieting character. The profit was small, being only \$11,000, or only about half as much as that of 1902. Dividends were declared, however, 6 per cent. on the preference and 2½ per cent on the common shares, although to pay them it became necessary to appropriate a small portion of the money carried forward a year ago. In other words, the dividend was only partly earned.

The Raleigh Cycle Company and Bayliss, Thomas & Co. did slightly better, earning profits of \$50,000 and \$20,000, respectively, the latter being a small increase over that in 1902. The Raleigh ordinary stockholders got 10 per cent., while the deferred were passed entirely. No dividend was declared by Bayliss, Thomas & Co.

What Australians Like.

Some interesting facts regarding the preferences of Australian riders are brought out by the Australian Cyclist in an article commenting on the great favor racing and racing machines still retain.

Speaking generally, the demand in Australia for a light and fast machine, even for touring purposes, militates against the sale of English built machines, which have a reputation for being somewhat heavy, it says. There is no doubt that 70 per cent of Australian riders prefer a locally built machine with British parts, not weighing more than twenty-four or twenty-five pounds, and nearly 50 per cent of such riders use their cycles in all weathers, stripped of mudguards, pump, tool bag and even lamp. The remaining 30 per cent swear by the American and English product, and with the latter class we class the Canadian built cycle.

Germans Takes to Motor Bicycles.

The German cycle show has been held, and considering the circumstances that the Cycle Manufacturers' Union and the Association of Cycle Traders had withdrawn their official support, the exhibition was undoubtedly a success. It gave a clear indication of the trend of the German trade, and it shows in what direction next year's business will run.

An enormous number of motorcycles was on view, and the business done by the manufacturers shows that next year's retail trade in mechanically propelled cycles will be larger than ever. Until now the Germans and Austrians have not shown a great liking for motorcycles, but as so many orders have been placed, their view on the subject must have undergone a change.

Only recently have the German manufacturer and cyclist learned to appreciate coaster brake mechanism, and it was to be found on most of the exhibited machines. Two and three speed gears also found favor, but most of these devices increase the price of cycles to a figure which goes beyond what an ordinary German rider cares to pay.

THE BUCKBOARD WINS



Model of 1904. Price, \$425.
With Two Speed.

Second Prize at Eagle Rock Hill Climbing Contest.

Beating Stripped Cars in the One-Thousand-Pound Class.

The little Buckboard has proved itself a winner everywhere this season, both on road and track, and the fact that it defeats large cars of three times its horse power and six times its price only goes to prove the wonderful efficiency embodied in this unique machine. We do not pretend to forecast the future, but we have a presentiment that those who are lucky enough to get the agency for the Buckboard for 1904 will have reason to shake hands with themselves before the season is over.

WRITE FOR ADVANCE CIRCULAR.

Agents' terms will be sent to regular dealers only.

WALTHAM MFG. CO., Waltham, Mass.

Members of the Association of Licensed Automobile Manufacturers.

IMPORTANT NOTICE

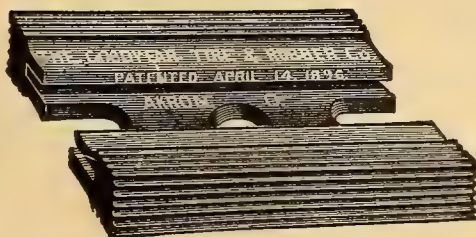
THIS PEDAL RUBBER IS PATENTED

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Buyers are warned
against purchasing
Snap-on Pedal Rub-
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prosecute infringers

**Universal Snap-On
Pedal Rubbers.**



The cut illustrates our snap-on pedal rubber, which can be attached or detached at will, doing away with the annoyance of screwing rubbers to the pedal plate, and will not shake loose or rattle like the old style, and fits all pedals. They are made in three sizes: 1 3/4 in., 2 in., 2 1/4 in., and much heavier than heretofore. Packed for the trade in boxes containing 12 sets or 48 rubbers.

WRITE FOR TRADE PRICES.

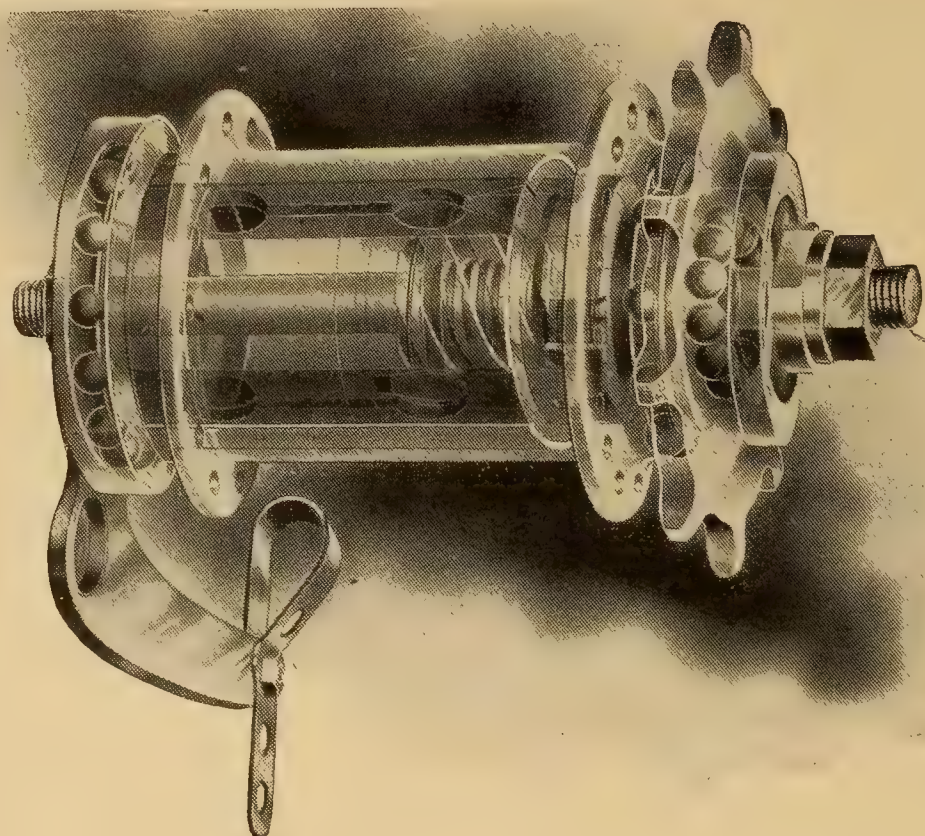
We own the Patent

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We will vigorously prose-
cute any infringers who
may in the future manu-
facture Universal Snap-on
Pedal Rubbers, and the
trade is warned against
buying these rubbers
unless same are made
by us.

THE GOODYEAR TIRE & RUBBER CO. - AKRON, OHIO

The Greatest Cycling Invention Since the Pneumatic Tire,



THE MORROW COASTER BRAKE.

The appearance of similar devices has served chiefly
to make more prominent the real merits of the Morrow.

ECLIPSE MACHINE CO., = Elmira, N. Y.

N. Y. REMNANT ELECTS

Division Casts 321 Votes and Albanian gets Chief Consulship—Secretary Re-Elected.

There was an election recently held by the New York State Remnant of the League of American Wheelmen, and nominally the affairs in the State have been transferred from the charge of the president to W. M. Thomas at Albany, though the offices and the secretary-treasurer will remain at the old headquarters at 132 Nassau street, New York. There was only one ticket in the field, and it was elected by the total vote cast. The interesting fact about the election is that John F. Clarke, secretary-treasurer, ran ahead of his ticket, by getting one vote more than the chief consul or vice-consul. The total number of ballots cast was 321, of which six were defective, leaving the net vote of perfect ballots 315. The executive officers elected, together with the number of ballots cast for them, are as follows:

Chief Consul—W. M. Thomas, Attorney General's office, Albany, 310.

Vice-Consul—L. P. Cowell, 25 Broad street, New York, 310.

Secretary-treasurer—John F. Clarke, Vanderbilt Building, New York, 311.

The representatives of the several districts elected were as follows:

First District—W. H. Hale, New York City; Rudolph Hepp, New York City; Fred S. Wells, New York City; Benjamin H. Newell, New York City.

Second District—G. T. Stebbins, Brooklyn; N. S. Cobleigh, Brooklyn.

Third District—C. F. Smith, Cutchogue.

Fourth District—S. Allen Mead, Peekskill.

Fifth District—E. V. Sidell, Poughkeepsie.

Sixth District—Morton R. Tank, Chatham.

Seventh District—C. B. Duboise, Newburgh.

Eighth District—Harry W. Smith, Albany.

Ninth District—DeLancy W. Watkins, Schenectady.

Tenth District—H. O. Folger, Waterford.

Eleventh District—No nomination.

Twelfth District—Robert Bruce, Clinton.

Thirteenth District—Theodore Coles, Oneida.

Fourteenth District—F. T. Cahill, Oswego.

Fifteenth District—F. H. Warner, Ithaca.

Sixteenth District—E. P. Gardner, Canandaigua.

Seventeenth District—No nomination.

Eighteenth District—E. E. Mansfield, Niagara Falls.

Nineteenth District—C. Lee Abell, Buffalo.

In the Twentieth District Dr. George E. Blackham was nominated independently for a representative, and was elected by independent votes, but he declined the office.

John L. Wenzel leads in the mileage contest of the Century Wheelmen of New-York. He has over 9,000 miles to his credit for the season. J. B. Underhill is second and S. Mehrbach third.

Some Ignition Troubles.

The electric ignition in a bicycle motor frequently gives the most trouble. The rider should see that all connecting wires are well secured to the terminals of batteries, coil, contact maker, etc.; a loose wire will mean misfiring and perhaps a stop. Keep the high tension wire, which runs from the coil to the plug, as short as possible and away from any metal work. Some prefer to put the coil about a foot from the plug, and then a bare wire can be used if the plug is placed in a sensible place on the engine.

The contact maker requires to be kept in good order; the type which gives most trouble is the old style trembler, this needing to be very clean and well adjusted. The platinum contacts should be trimmed up with a very fine file rather frequently, and it should be seen that they present a good flat surface to one another. The plain make and break also requires trimming now and then, but is kept in order more easily and will work if covered with oil. Set the contact screw so that the platinum touch about three-sixteenths of an inch before the break occurs, or the motor will misfire at top speeds.

If a rider is unfortunate enough to lose or burn the platinum off his contact blade on the road at any time a bit of No. 16 gauge copper wire may be riveted in its place, and if this is filed up every ten miles the machine will run without a misfire.

Amateurs on the Rack.

A number of prominent amateurs are known to have received recently one of those peculiarly polite letters from the chairman of the N. C. A. Board of Control suggesting that they should apply for transferral to the professional ranks. The letter, as usual, explains that the recipient evidently wants to be a professional, and as such would do quite as well financially as he has as an amateur, and that the Racing Board will be quite willing to grant a request for transferral. Not all of those who received the letters have taken the hint, and the list of transferrals has not been announced, but when it is, it is expected to make a wide swath in the amateur ranks. Achorn, one of the men who received a letter, wrote an amusingly frank reply, admitting that he had done very well this year as an amateur and would heed the hint and join the "pros." Marcus Hurley, the amateur champion, has not, so far as known, received a letter. He has not been caught violating his amateurism.

Albany Club's Winter Program.

The Albany Bicycle Club is keeping up the interest of members in the organization by a series of social events varying in character, but all calculated to keep the members in touch with each other until the new season opens.

Danger of Over-Annealing.

I think it is safe to say that more steel is rendered unfit for machinery by over annealing than from any other cause, declares a steel specialist.

TO RACE NEW YEAR'S EVE

C.R.C. of A. Gets Permit for Annual Coney Island Dash—Many Cracks Entered.

A permit has been obtained by the Century Road Club of America to hold its annual midnight race, Bedford Rest to Coney Island and back, during the first hour of the new year. Accordingly arrangements for the race have been made, and at one minute after midnight on January 1, when the whistles are blowing, the guns booming and the din of revelry from watch nighters fills the air, a couple of score of hardy riders will be pushed off from the starting point for the sprint through the dark, over the frozen and perhaps snowclad roads.

The distance is sixteen miles. Twenty valuable prizes are offered. The prizes consist of solid gold watches, Winchester rifles, cameras, silver tea sets and other articles of value. Entry blanks are out, and can be had from P. A. Dyer, 270 Bridge street, Brooklyn, chairman of the road racing committee. The New Year's race has been an exceedingly popular one with the cyclists ever since its inauguration three years ago. For the last three years William B. Ferguson, of Brooklyn, has won the race in easy fashion, but next year, with such good riders as Charles Mock, Fogler, Goerke, Mommer Kopsky, Early, Porden and others entered, it is hardly possible that Ferguson will have it as easy as in the past.

Finding Flaws With X Rays.

To find flaws in metal has not been easy hitherto, but since the Frenchman, Radignet, has succeeded in doing it by means of Rontgen rays, the difficulty has disappeared. In an aluminum rod he found air holes caused by stretching the metal; a door lock was examined, and the bent ratchet, which could not be moved by the key, could be clearly distinguished. A cast iron ornament showed the thickness of the metal on all points; a sovereign placed underneath it could be seen as a black spot. In an iron key the flaws of the casting could be seen as clearly as the outside. Of a watch, the glass of which had been removed, each part could be distinctly recognized. Only ebonite and an aluminum alloy did not respond to the test.

Britishers Like Aluminum Rims.

The use of aluminum rims is gaining ground in England. They save a few ounces in weight as compared with steel rims, and are found to be quite as satisfactory. In this country aluminum rims were given a pretty thorough trial about a dozen years ago, but the universal adoption of the wood rim drove them off the field.

Since 1876, when the first hour bicycle record was made, no less than seventy-six beatings have been administered to it.

Ask any unprejudiced buyer
about

HARTFORD TIRES

and we'll abide by the result.

Hartford Bicycle and Motorcycle Tires are standard in every city, town and village. Intrinsic worth has made them so. Their quality is unvarying. Always the best, they represent the highest achievement of the tire-makers' art, and mark the high-grade bicycle. Specify them in your orders and be sure of the best.

HARTFORD RUBBER WORKS CO.

HARTFORD, CONN.

BRANCHES;

BOSTON, MASS., 404 Atlantic Avenue.
NEW YORK, N. Y., 97 Chambers Street.
NEW YORK, N. Y., 1723 Broadway.
PHILADELPHIA, PA., 910 Filbert Street.

BUFFALO, N. Y., 22 W. Chippewa Street.
CLEVELAND, O., 77 Bank Street.
DETROIT, MICH., 68 State Street.
CHICAGO, ILL., 136 East Lake Street.

MINNEAPOLIS, MINN., 117 South Sixth Street.
DENVER, COL., 1564 Broadway.
SAN FRANCISCO, CAL., 52 First Street.
ATLANTA, GA., 66 North Broad Street.

CYCLING IN THE PHILIPPINES

Riders Seldom Venture far From Manila— Simplicity of the Natives.

Cycling in the Philippines is devoid of many of the features which make it enjoyable in this country, but it has compensations which go far to make up for the lack of good roads, places of entertainment, etc. Indeed, for the rider who cares as much for strange scenery and queer experiences as he does for the riding the Philippine Islands hold out allurements of no small potency.

There are thousands of bicycles in Manila and the vicinity, the bulk owned and ridden by Filipinos, but they only ride a few miles at a time, just to their work and back, with an occasional five-mile ride on the drives of the city. Americans also ride very little outside the city. Perhaps the prevalence of wheels of the "drygoods store" quality and the absence of repair shops or of facilities for returning by other means than those with which one starts out are responsible for this. Fear of ladrones has also been a large factor in keeping Americans within sight of the city, writes a Manila correspondent.

At present there is very little danger of ladrones within twenty miles of Manila, and no great danger anywhere on the island of Luzon for a man who has a slight knowledge of Spanish and a willingness to make himself reasonably agreeable to the people.

When one gets ten or fifteen miles away from any large town, the primitive simplicity of the people and their ways of life are almost unbelievable to those who have stayed in Manila. Let the rider take along his camera and stop to take a picture at any out of the way village, and he is surrounded almost as soon as he begins to unpack his traps by a crowd, including all the children, most of the women and a large part of the men of the village. Whispers of "retrato" go through the crowd, for the camera has become somewhat familiar in the most remote parts of the islands. If you ask to take the pictures of the crowd you are at once installed into their good graces; the Filipino loves to have his picture taken. On these occasions it is noticeable that all the Chinese who may be present hurry away; they will not allow their pictures to be taken if they can help it, having a kind of superstition to the effect that a man who has your picture can work "jadoo" on you.

Let a rider take up some tiny Filipino child and give it a ride on his wheel, and the crowd becomes enthusiastic; often a fat, giggling young woman is pushed forward to be initiated. She will hang back, but will like it if some of her friends insist; probably she will be barefooted, but she will not mind the sharp points on the rattrap pedals. By the time she has had her lesson some one will have worked up the presidente, who is usually a grave, gray haired old Filipino, to take a trial. The crowd respectfully cheers when he gravely mounts, and after that

there is nothing too good for the man with the wheel.

The roads vary from excellent to execrable. From time to time one meets with stretches of road that would do credit to Central Park; then one may be sure he is near a military post. Nothing that the soldiers have done here is more likely to prove of permanent benefit to the country than the lessons they have given in road making.

Near the city of Manila all the roads start out well macadamized, but soon become dirt roads. In a little while they narrow so that only one cart can pass abreast. Then they become trails, and finally die out. Some few continue for a long distance, but with many unridable places in the wet season.

The friable nature of rocks and stones in the islands is a great obstacle to the maintenance of good macadamized roads; the heavy rains work great mischief to the soft material, and roads covered with this stone work into ruts even in the dry season astonishingly fast. For this reason carts having narrow tires have been taxed much more heavily than those having wide ones.

The worst drawback to bicycle riding at a distance from towns in these islands is the difficulty in obtaining anything to drink. If one gets water from a native it is as likely as not to be taken from the nearest dike, and full of fever and cholera germs. The sanitary arrangements in the country are the most primitive possible, and but for the disinfectant action of the sunlight there would be more trouble from cholera than there is. When one passes through a town where there is a military post there is always a saloon kept by a white man, where something safe to drink may be had. At other times it is better to go thirsty.

What Temper Colors Denote.

Briefly, tempering consists of reheating the steel either wholly or in part to a greater or less degree and again cooling off by quenching. What is known as the color test, which, although somewhat of a rule of thumb method, gives excellent results when understood. Thus, if one face or side of the hardened bar is polished bright and the steel held in the blowpipe flame, the color will gradually appear first as a straw yellow, deepening to a rich brown, through all the range of pale to deep gold, and beyond the brown stage to purple. Quenched at straw or light brown would leave the bar still very hard, as used for lathe tools in turning steel; dark gold would suit for brass turning, purple gives a spring temper, and so on; but it should be understood that this color test merely shows the relative degree of hardness, because polished soft steel would exhibit just the same gradation of color.

"A. B. C. of Electricity."

"The A. B. C. of Electricity" will aid you in understanding many things about motor bicycles that may now seem hard of understanding. Price 50 cents. The Goodman Co., 154 Nassau street, New York. ***

PUMP WOULDN'T WORK

So Declared the Rider, Until he was Shown a Useful Little Trick.

"The fool cyclist is not dead yet. He drops in here every day or so, and each time he surprises me by exhibiting some new kind of idiocy," remarked a New York dealer the other day.

"He came in and asked if he could use our pump. I was busy at the time, so I told him to go ahead. Then I turned to my work in the back part of the store and forgot all about him. About five minutes later he came back to me, his face flushed and looking pretty savage.

"Your pump is no good," he blurted out.

"Indeed," I said quiet like. "I rather pride myself on the condition of my pump, making it a point to see that it is always ready for work. I remembered, too, that a new leather washer had been put in it only the day before, although the old one was not half worn out. So I walked out to the front of the store without another word.

"See? What did I tell you?" exclaimed my companion, after giving the pump half a dozen vigorous strokes.

"I stooped down and felt the barrel of the pump. As I supposed, it was hot.

"Did you see that your valve was free?" I asked in a freezing tone.

"What? Valve free? I don't know what you mean," was the reply.

"Slowly I unscrewed the pump connection and took off the valve. Then I took the valve cap and applied the reverse end of it to the valve, thus, after one or two efforts, releasing the check.

"Now try it," I said, and the man, with a puzzled expression on his face, fastened the connection again and started to pump. At the first stroke you could hear the air rushing into the tire and see it distend. In less than a dozen strokes it was tight.

"The next time you inflate your tires you had better see that the check is free so the air can get in," I said, with a contempt that I at once saw overshot the mark. Honestly, I don't believe he had the slightest idea what I meant, or had ever had experience with a stuck valve. But how had he been able to pump his tires without encountering it at some time or other?"

Difficulty in Cutting Bevel Gears.

The difficulty in cutting bevel gears is that one end of the tooth is really smaller than the other, though cut by the same tool, and it is difficult to produce a reasonably simple machine that will make all the necessary allowances and corrections, says the American Machinist. One ingenious machine cuts through a rough blank by means of revolving cutters, which rock to and fro through an arc to represent a pair of wheels actually running together. The periphery of the cutter passes along its cut parallel with the bottom of the tooth.

Line up for Good Old Yale!

THERE'S MAGIC IN THE VERY NAME.

Yale Bicycles Bear it Worthily.

Year after year Yale Bicycles have upheld the best traditions of the the Yale name by a steadfast adherence to what has come to be regarded as Yale principles.

The best material, fashioned by the most skillful hands and under the watchful eyes of those to whom Yale Quality is paramount to all else make **Yale Bicycles the Best in the World.**

Fit running mates and selling mates are

STURDY SNELL BICYCLES.

Made in a variety of sizes and styles and at prices that make them ready sellers. A complete line. "Velvet" for the wide-awake dealer.

The factory "reports progress" on the

YALE-CALIFORNIA MOTOR BICYCLE.

We ourselves will be its severest critics. When it satisfies us it is pretty sure to satisfy its users. The Yale guarantee will be behind it.

TO LIVE AGENTS:

Put on your thinking cap. Think hard:—then think harder—then write us.

Then you'll be what we want you to be; what after the selling season opens you'll be glad to be—a dyed-in-the-wool enthusiastic Yale-Snell Agent.

The KIRK MFG. CO.—The SNELL CYCLE MFG. CO., Toledo, Ohio.

READY FOR THE GRIND

**Eighteen Teams to Start on Six Day Ride—
Who They are—The Records.**

Training for the six day race ended practically on Thursday. Snow brought the



Contenet, Star of the French Team.

riding at Manhattan Beach, where the foreign riders, Root, Dorlon, Galvin and Bard-



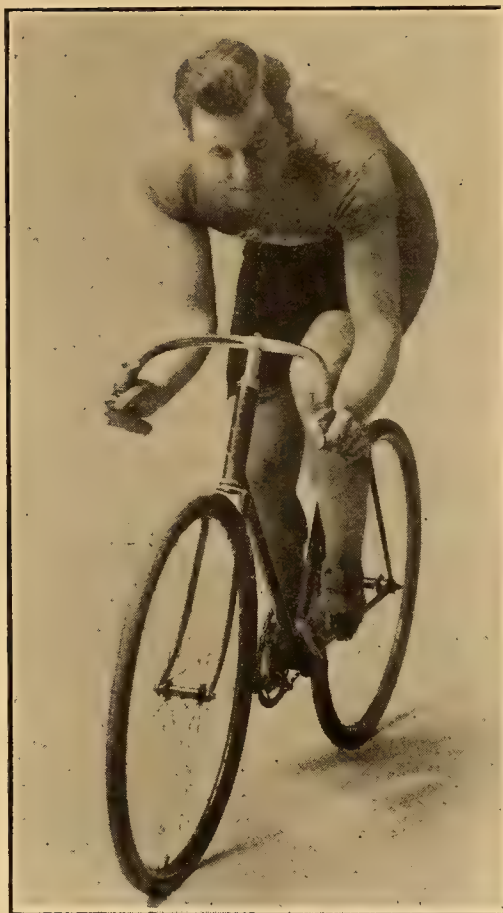
Petit Breton, Contenet's Team Mate.

gett were training, to a close, and also at Vailburg, where Kramer, Fenn, the Bedell

brothers, Newkirk, Jacobson, Krebs, Dove and others were at work.

Walthour and Munroe arrived in New York from Atlanta on Thursday morning. They had been training for three weeks at a track near Thunderbolt, Ga., and both were looking well trained. Walthour looked a bit over drawn, but this will disappear before the race begins and he will start strong.

The favorite teams in the race naturally are Leander and Butler and Walthour and Munroe, Leander being the winner of the race last year and Walthour of the race the year before. These are certainly two strong teams, but so also are those of the Bedell brothers and Bowler and Fisher. If Kramer and Fenn should conclude to stay in the race, however, they undoubtedly would be made the favorites.



George Leander, Winner of 1902 Race.

While the foreigners are not generally counted as dangerous, it is a mistake to think that because a foreign team never has won that one never will. Gougoltz finished second in 1901. Both he and Simar are known to be fast and game riders. Gougoltz was forced out last year by the withdrawal of his partner, Naser. While Simar was in the race of 1901 he distinguished himself by his sprinting, and if he and his partner escape accidents this year they should be really dangerous. Again, Breton is a rider who proved himself strong and speedy last year, and he, too, was retired through no fault of his own. This year he has for a teammate, Contenet, one of the greatest long distance riders in the world. Contenet has repeatedly broken the one hour record. Rettich is another man among the foreigners who is not to be despised, though his teammate, Beaugendre, is

an unknown quantity. Rettich is the unpaced star of Europe, and in his training at Manhattan Beach has been doing great work. Tom Eck expects him to make a great showing.

An easy temper and a good natured dis-



Beaugendre, of the Norman Team.

position that does not worry, counts heavily in a race of the sort. An easy going dis-



Rettich, Also From Normandy.

position goes a long way toward keeping a man in condition, and this is as great a

factor as the sprinting ability and strength of a rider.

The race will begin at five minutes after midnight on December 7, in Madison Square Garden on a ten lap track, as usual. The record for this style of race was made in 1899 by Miller and Waller. Since then the scores have been lower, and it is predicted by the men themselves that this year the scores will be lower than they were last year. The idea is that there will be more sudden jumps and short sprints in the effort to gain a lap, with slow riding between the spurts, and this will make the average distance lower.

The records for a six day team race, made in 1899, and the records made last year for each twenty-four hours, are as follows:

Hours.	1899. Miles, Laps.	1902. Miles, Laps.
24	510.1	494.6
48	966.3	920.2
72	1,416.8	1,317.7
96	1,865.2	1,706.0
120	2,316.7	2,099.5
142	2,733.4	2,477.3

The mileage of the leaders for each of the five full days last year was: Monday, 494.6; Tuesday, 415.6; Wednesday, 397.5; Thursday, 388.3; Friday, 393.5.

The corrected list of entries for the race of next week, which was issued officially on Friday, is as follows:

- Gougoltz and Simar—Swiss-French team.
- Rettich and Beaugendre—German team.
- Samson and Vanderstuyft—Belgian team.
- Breton and Contenet—French team.

- Leander and Butler—Chicago-Boston team.
- Fisher and Bowler—Chicago team.
- Walthour and Munroe—the Dixie Flyers.
- John Bedell and Menus Bedell—Long Island team.
- Kramer and Fenn—Jersey Skeeters.
- Keegan and Turville—Philadelphia team.
- Moran and McLean—Scotch-Irish team.
- Jacobson and Newkirk—C. R. C. Association team.
- Floyd Krebs and Petersen—Newark team.
- Franz Krebs and Barclay—C. R. C. of A. team.
- Root and Dorlon—New York team.
- Dove and Hedspeth—Colored team (Calumet Club).
- Galvin and Bardgett—Buffalo team.
- McDonald and Beyerman—New-England team.

New Zealand has a "Phenom."

New Zealand has a phenomenon in the shape of a new road rider, and is so impressed with his work that a plan is on foot to send him to France to compete in the 1904 Paris-Bordeaux race. Arnst is the name of the new star, who is described as a lusty youth, fresh from following the plough, and a rider of but a year's duration. He recently won the big Warrnambool road race, from Warrnambool to Melbourne, riding from scratch. The distance is 165 miles, and Arnst's time was 7 hours and 43 minutes, beating the existing record by 58 minutes. This remarkable performance over Australian roads is contrasted with the time made

by Ancouturier, winner of the last Paris-Bordeaux contest, in the Toulouse-Luchon race. The distance in the latter is 179 miles, and Ancouturier's time was 9 hours and 13 minutes. The comparison is, of course, all in Arnst's favor.

The Week's Patents.

745,185. Bicycle Attachment. Charles G. Hightower. San Mateo, Cal. Filed Feb. 16, 1903. Serial No. 143,601. (No model.)

Claim—1. A combined parcel carrier and support for bicycles, the same comprising an enlarged head having the major portion of its surface in approximately the same horizontal plane, one edge of the head being bent at an inward inclination, a seat for the reception of the wheel's tire formed in the upset edge of the head, uniting legs extending from the enlarged head and means whereby the legs are hinged and detachably connected to the spindle of a bicycle.

745,040. Pneumatic tire. Thomas J. Cooper, Paterson, N. J. Filed March 25, 1903. Serial No. 149,493. (No model.)

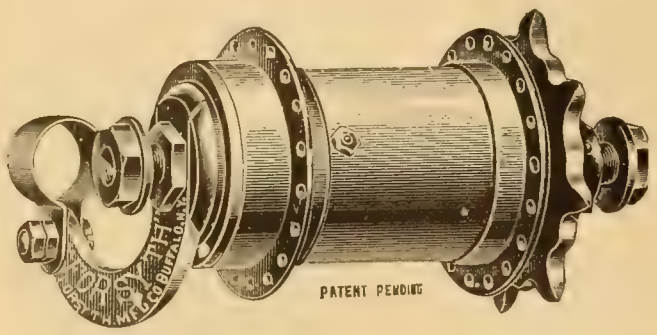
Claim—I. A pneumatic tire provided with independent air receiving chambers, a valve common to both of said chambers, a partition between the chambers being provided with channels leading from the valve to the said chambers, and auxiliary valves located within the chambers at the outlets of the said channels, the pressure of air in the chambers serving to keep the said auxiliary valves closed, as described.

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Altered Conditions of Cycle Trade.

"Speaking broadly, I think that we may claim that the cheapening of production by the use of modern machinery and highly organized factories has been accompanied by a marked improvement in the quality and character of the machines and parts produced. Interchangeability, instead of being the exception, is rapidly becoming the rule, while the large quantities involved have necessitated greater attention to the selection of materials and their fitness for particular purpose," said President A. S. Hill, of the British Cycle Engineers' Institute.

"These altered conditions have made it necessary for the cycle engineer to be familiar with methods and processes which did not come within the range of his knowledge a few years ago, and in particular it has become highly desirable that he should possess a thorough knowledge of commercial and factory organization procedure.

"Among the points of pressing importance for the consideration of this institute I may mention the following:

"1. Despite an apparently conclusive advantage in the wage cost of operations, the power press has not received the ready adoption which was prophesied for it.

"2. Wide differences of opinion are still held as to power transmission, and very little authoritative data exists as to the system best adapted for our business.

"3. Much room for research remains regarding the use of special machinery, as distinct from standard tools in current use.

"Although I have assumed so far that much of our work lies in the organization of our factories and improvements in our methods, I do not wish it to be inferred that I consider the work of the designer and originator at an end. If I held such a view my conclusion would be easily disproved by reference to the improvements in braking appliances of recent years and the awakened interest and the important achievements in variable speed gears."

Hints on Steel Hardening.

If a high carbon steel, such as tool steel, be the metal it is desired to harden, nothing can well be more simple than the transformation from the soft and ductile state to intense hardness, for you have but to make the steel hot enough and then plunge into plain cold water. This is the simple, rough outline of the process as seen by the novice, but behind this there is scope for a delicacy in manipulation such as may not be mastered in half a lifetime, and, consequently, it is impossible to impart all this wealth of experience in a short article, so a few generalities must suffice, remarks a writer in a contemporary.

In the first place, the higher the quality of the steel the harder it may be made, but the greater the liability to crack in hardening or to be burnt in heating. In other words, with the highest quality cast steel the margin of variation allowable in heating is very small. Apart from the two factors of fracture and overheating, the hotter you make

the steel the harder it will become; but, in practice, what is termed a "blood" red is about as hot as it is safe to go, though it is just here where the workman requires knowledge of the behavior of that particular brand of steel. A piece of steel left dead hard by the quenching is, however successfully manipulated it may have been up to this stage, quite useless for most practical purposes, hence the value of the process termed "tempering," which enables the metal to retain any percentage of the total degree of hardening with a corresponding gain in toughness as the hardness disappears.

Often when work is box annealed—that is, packed in a box with wood charcoal and heated in a furnace—much better results would be obtained if, when the steel was uniformly heated throughout, the box was removed from the furnace and placed in a dry, warm place to cool, rather than to leave it in the furnace.

At times it seems almost impossible to anneal articles which have been case hardened; the case of steel on the outside—especially if rawbone was the packing material used—does not appear to be capable of taking an anneal. Now, if these articles are packed in thoroughly expended bone and subjected to a fair red heat, they will be found soft. If the heat is high enough to cause the grain to be coarse or of a granulated structure, the interior of the steel will work badly. High heat must be avoided.

Work is for the Worker.

What becomes of the product of your work and how the world receives it matters little, but how you do it is everything. We are what we are on account of the thoughts we have thought and the things we have done, remarks a philosopher. As a muscle grows strong only through use, so does every attribute of the mind, and every quality of the soul takes on new strength through exercise; and, on the other hand, as a muscle not used atrophies and dies, so will the faculties of the spirit die through disuse. Thus we see why it is that we should exercise our highest and best. We are making character, building soul fibre and no rotten threads must be woven into this web of life. If you write a paper for a learned society, you are the man who gets the benefit of that paper—the society may. If you are a preacher, and prepare your sermons with care, you are the man who receives the uplift—and as to the congregation, it is all very doubtful. Work is for the worker. We are all working out our own salvation, and thus do we see how it is very plain that John Ruskin was right when he said that the man who makes the thing is far more important than the man who buys it. Work is for the worker. Can you afford to do slipshod, evasive, hypocritical work? Can you afford to shirk or make believe or practise pretence in any act of life? No, no, for all the time you are moulding yourself into a deformity and drifting away from the Divine. What the world does and says about you is no matter, but what you think and what you do are questions vital as fate. No man can harm you but yourself. Work is for the worker.

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WHAT VULCANIZATION IS

And Some Peculiarities and Uncertainties of the Process—Goodyear's Definition.

What is vulcanized rubber? It is somewhat surprising that there is no established definite meaning for a term which is in such common use. The reason for this doubtless is that its meaning varies according to the class of persons that uses it. To the general public it has no special meaning, except that the rubber articles so designated are adapted to the purposes for which they were intended. To the dealer in such articles, it means scarcely more. To the manufacturer, it means that these articles have been subjected to the final step of a very complicated process, and, as a result, possess certain physical qualities. To the chemist, and to him alone, it means rubber that has become chemically united with sulphur. He has in mind the chemical change that has taken place during the vulcanizing operation. The manufacturer has in mind only the physical properties belonging to the product. If a certain percentage of sulphur has become chemically combined with the rubber, the chemist says it is vulcanized, the manufacturer that it is not vulcanized unless it possesses certain physical properties, says the India Rubber World.

It is evident that there are great changes in the physical properties of rubber that is well vulcanized, but it is not an easy matter to define in simple terms what these changes are. It is the common belief that vulcanized rubber is stronger, more distensible, more elastic and more durable than crude rubber. This is not, however, necessarily the case. Rubber freshly coagulated by the best methods is stronger, more distensible and more elastic than almost any vulcanized rubber to be found on the market, a fact that is well known to those who are familiar with such crude rubber. Manufacturers are familiar with the fact that the durability of vulcanized rubber depends not so much upon the proper application of the vulcanizing operation as on its proper previous manipulation. Dr. C. O. Weber, who is probably the best authority on vulcanization, says in his excellent work, "The Chemistry of India Rubber": "The physical state of the India rubber colloid while under vulcanization largely determines the physical constants of the vulcanization product."

It is practically impossible to judge of the durability of most vulcanized rubber. Articles, to all appearances well vulcanized, may have within themselves the seeds of decay, which may develop in a few weeks, a few months or not until after the lapse of several years. Manufacturers of vulcanized rubber threads—an article that probably requires more care in every step of the manufacture than any other—are accustomed to preserve

and label one thread from each day's work for future reference. Some of these samples will remain sound for an indefinite period, others will begin to decay after five or six years, and others after two or three years. It is very seldom that any of the samples will show signs of decay sooner. And yet all have been subjected to precisely the same vulcanizing process; all were made of the same kind of rubber, the best in the market, and compounded precisely alike. These variations must have occurred through very slight differences in the physical condition of the samples at the time they were subjected to the vulcanization operation—differences so slight that they could not be detected by the most careful inspection or the most careful chemical analysis, and which were brought about during the preparatory steps of the manufacture.

On the other hand, there is no uncertainty as to the durability of crude rubber. Crude rubber of the best varieties will retain all its useful properties for an indefinite period if preserved from the action of sunlight and heat, which are fatal to both crude and vulcanized rubber. Unvulcanized rubber shoes, manufactured from Para rubber, have been kept for more than half a century without showing signs of decay.

Perhaps the best general definition of the physical qualities of vulcanized rubber is that given by Charles Goodyear in his original patent of 1844—that it is not affected by the ordinary extremes of heat and cold nor by the ordinary solvents of rubber. But even this is not exact, for long continued heat and long continued subjection to the action of its ordinary solvents will affect it.

It is now generally considered that there is a chemical union of rubber and sulphur in vulcanized rubber, and that the union is brought about or assisted by the action of heat. This union takes place only in the presence of the vapor of sulphur, and proceeds more or less rapidly according as the temperature is higher or lower. It is also considered that it is only dissociated sulphur vapor that can thus unite with rubber.

There is a popular delusion that the manufacture of vulcanized rubber is an exact science—one which can be conducted in accordance with certain rules, with the certainty that, if so conducted, the product will always be vulcanized rubber goods which have the physical qualities necessary to render them durable and adapted to the various purposes for which they are intended. This delusion is not confined to the general public, but is held by many well educated persons who have had no practical experience in the art.

There is no fixed rule for the manufacturer to follow in the preparation of his goods for the vulcanizing operation, nor for the time or the temperature to be employed during that operation, and, from the nature of the case, there can be none. Each manufacturer has his own formulas and his own methods of attaining results, which must be strictly followed in minute detail to be of any practical use. The slightest deviation

in any step of the process influences the final result. So well known is this to manufacturers that little effort is made to keep formulas or methods secret—in fact, "the possession of formulas, without the general ability, experience and discretion that their proper use requires, is a damage rather than a blessing."

To accomplish the chemical union of rubber and sulphur, the time depends on the temperature, and the temperature on the time during which it is maintained. Whatever the temperature may be, within the limits usually employed, the rubber and sulphur continue to unite, but the time must be adapted to the temperature. Again, a percentage of combined sulphur which in one rubber would produce sound merchantable goods, would in another rubber result in a product having no commercial value whatever. Hence a chemical analysis of a sample cannot necessarily determine its commercial value.

All formulas for vulcanization must be adapted to the kind of rubber employed, to the compounds incorporated with it and to its previous manipulation. If in the same operation there be submitted to the vulcanizing process articles made from various kinds of rubber, all prepared and compounded alike, some will be perfectly vulcanized and commercially valuable, but the remainder may have no commercial value, because different varieties of rubber require different methods of compounding and preparation, and also different times and temperatures during vulcanization. And so if several pieces of the same kind of rubber, even pieces of the same lump of crude rubber, be handled differently in the preparatory steps, the compounds in each case being identically the same, and then all be submitted together to the same vulcanizing operation, some will be well vulcanized and commercially valuable, and the others may have no commercial value; for different degrees of mastication of crude rubber produce different physical conditions, and all such differences in physical conditions are perpetuated by the vulcanizing process. Again, if various rubber samples, identically the same in every respect, be vulcanized by different processes, they will be physically unlike, even if vulcanized at the same temperature and with the same percentage of combined sulphur.

As Weber says: "There is no definite relation at all between the quantitative chemical result and the physical technical effect of the vulcanizing process, inasmuch as the same degree of vulcanization in the same kind of rubber need not result in the formation of identical vulcanization products."

With such numerous chances for the production of defective goods, manufacturers are extremely averse to making any changes either in materials or processes without having first convinced themselves by the fullest investigation and experiment of the utility of the proposed changes. This tendency of the manufacturers insures the public against the marketing of inferior or defective vulcanized rubber articles.

HOW WOUTERS ESCAPED

Exciting Pursuit Race by an Americanized German in his Native Country.

That is a good story which has been going the rounds about the escape of Herman W. Wouters, of Jersey City, from a police officer in Germany who had a warrant to arrest him for evading military service. It is to the effect that Wouters, riding a motorcycle, got over the frontier between Germany and Holland after a sharp pursuit by the German officer, who rode an ordinary bicycle. The particular thrill in the story as it has been told is produced in the alleged fact that just as the fugitive got over the line of safety, making good his escape, the gasoline in the tank of his motorcycle gave out.

Good, as the story is, dressed up by the imaginative reporter, it is not a bit more interesting than the ungarnished narration of fact given by Mr. Wouters to a *Bicycling World* man who happened into his pharmacy at No. 371 Grove street last Sunday afternoon. Naturally the subject of the escape became a topic of conversation, and the true story was put on tap by a very simple question:

"What make was your motor bicycle?"

A quizzical look came into the pharmacist's eyes and he yielded to a very confidential impulse as he replied: "Now, look here! I'm just going to be frank with you. That story is all right, and in the main it's true. The reporter who got it from me thought it would be a more lively one if he put me on a motor bicycle, and had the policeman threatening to shoot and all the rest of it, so I told him to go ahead and say anything he pleased. As long as he didn't stretch the truth too much I was willing to stand for it. But the truth is, I never rode a motor bicycle in my life."

Then, in order to make the story of his adventure plain, Mr. Wouters told of his having left Germany for America in his boyhood and returning when about seventeen years old to assist in settling an estate. He would have been forced into the army then, but professed to have returned with the intention of performing his military duty as soon as the business matters demanding his attention were settled. He was allowed the necessary time for this, and at the expiration of that period he managed to get away for America again. As soon as our laws permitted, he became an American citizen, and was so active in his citizenship that he became Mayor of Weehawken, N. J., subsequently holding the office of chief of police there and filling other responsible positions. "In fact," he remarked dryly, "I was a sort of 'Pooh Bah' in Weehawken."

Last summer Mr. Wouters revisited Ger-

many, carrying with him his naturalization papers, passport, etc., and tested the ground carefully to determine the wisdom of a visit to Kempen, a little town on the Rhine not far from the frontier between Germany and Holland, in which town he was born and where his nearest relatives live.

"The people in that section are pretty well off," Mr. Wouters said, "and there is but little emigration from there. People who were not among my acquaintances looked upon me as a stranger in the place, but did not know probably that I was from America. As my friends were unlikely to give me away I felt pretty safe. It got around that there was a fellow returned from America on a visit, but nobody seemed to connect me with the story, and it was only by accident that I escaped arrest on the very day the war-



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rant was issued. The arrest would not have bothered me a great deal, only that it was near the time of my intended return to America, and I knew it would tie me up in a lot of red tape that would require more time to untangle than I could afford.

"There are plenty German policemen in the vicinity of that frontier, and they ride bicycles. They hang out at the public houses along the road, where they can hear all that is going on and see everything that passes. One of these public houses was kept by a friend of mine whom I was visiting on the day the warrant was issued. We were sitting at a table together when the officer who had the warrant rode up and came in. My friend went to meet him and asked, 'What brings you around here?' 'Oh,' he said, 'there's a fellow here from America who is wanted for evading military duty, and I am going to his folks' place to arrest him.' That meant me, and my friend was wise to the fact. 'Let it go till morning,' said he, 'and stay here with us. You'll have a better chance to catch him in the morning.' But

the cop was too eager to get his work in and left in a few minutes.

"Now, I knew it wouldn't do to go home that night; and it wouldn't do to stay at my friend's place, for the officer had probably noticed that I was a stranger, and if he should return in the middle of the night with an inclination to turn the house upside down to find me he had authority to do it. I went somewhere else to get ready for an early bicycle ride into Holland the next morning.

"My friend and his sister called for me early, each on a bicycle, and my brother, who had been informed of the situation, had already brought his bicycle for me to ride. The lady, my friend and I were riding easily along, and were within about a quarter-mile of the frontier when we passed a public house. My friend glanced in, and then turned to me saying, 'There's that fellow in there. His wheel is at the door. Now, if he comes out you get along quick, for you can depend upon it he'll be after you.' Sure enough, out popped the officer, and he was on his wheel in a jiffy. I didn't waste any time in goodbys, but just pedalled for all I was worth. Perhaps it was a pretty sprint, but I wasn't out for exhibition purposes, nor was the other fellow. He ordered me to stop, but I wasn't taking orders. The roads were good—they were splendid roads, hard and clean, like all the roads in that part of the country. I was glad, however, that the distance I had to travel was no greater. That German officer rode fast, and I guess he would have got me if the chase had been longer. He didn't threaten to shoot, as the papers have said. He didn't want me bad enough for that. But he scorched, I tell you, and I was burning the road some myself. When I got over the line he gave up, of course, and I rode on to Fenlo, the first town in Holland, where I put up at a hotel and stayed for a week."

There was again a twinkle in the narrator's eyes as he paused a moment, and then added: "I suppose they thought I was too much scared ever to go back to Germany again. That cop didn't look for me any more, or he might have had other races. Holland was good enough for me while I remained in Europe, but I preferred to spend some of my evenings in Germany, and did so because of the excellence of those roads and my belief that I could sprint fully as well at night as in the daytime. That was where I found the bicycle better than ever I had found it before, you see. I couldn't have made those nocturnal visits if I had had to go by train. They would have spotted me sure. But on the bicycle it was easy to elude notice, and I had always the means of immediate escape, even had I been seen and pursued on one of my surreptitious visits."

Bicycle Pacing for Pedestrians.

Bicycle pacing for pedestrians is a novelty that is to be tried at Paris this month. A fifty-mile pedestrian race is to be run at the Neuilly inclosure, and each contestant is to be furnished two bicycle pacemakers

TWO TYPES OF MAKERS

The "Standstills" and "Go-Aheads;" What They do and how They do it.

I have recently had an opportunity to study a score of young men in a single office filling positions on about the same plane, and they resolve themselves readily into two classes—the standstills and the go-aheads, says Corbin's Man in the Corner. The standstills have a comparatively easy time of it. Each does his allotted task, has time to discuss the last bowling match, the smallpox scare and to read the morning paper under the edge of his desk when the department chief is busy elsewhere, quit promptly on time, and are evidently satisfied to begin again in the morning where they left off the night before, and to see a succession of similar days stretch endlessly before them. The other, and the smaller class, are restlessly eager, unsatisfied, trying to get to the bottom of things and understand the why as well as the how, and stretching forth their hands for new work and more of it that they may fit themselves for a place a little higher up in the ranks.

Talk with the men of both classes, and there is not much difference to be noted. The standstills have their ambitions, just as the go-aheads have, but they are content to wait for the fruition of their hopes to come to them—some time. The go-aheads, on the contrary, set about making their future and trying to bring about to-day the things they want to come to pass.

There is more fault found with the work of the go-aheads than with that of their slower brothers, for it is they who are intrusted with the different tasks, and those requiring pluck and independent thought; and they have as a part of their reward the knowledge that they are the ones to whom hard work can be intrusted, and that each achievement makes them the better able to do still greater things.

A short time ago I was favored with a chance to study the history of a large manufacturing concern, and I found there, in the same sharp contrasts, the standstills, and the go-aheads in charge of rival institutions. I learned how one little go-ahead concern thrived and grew against the active opposition of its larger competitors, and how it rapidly outstripped them and is to-day the only one left of all the number that were in the race four decades ago, and with the same aggressive and progressive spirit considers what most men would be glad to call a finished work as the mere foundation for a tremendous growth to come.

A yesterday foretells a to-morrow, and in the history of the past we may read the history of the future. I have no doubt that through some of the go-aheads I have recently seen there will arise big enterprises, and that the time will come when the same standstills will be working under these go-aheads and wondering why.

It pays a young man to push ahead—and

push hard. Even if there seems no opening ahead of him, if he will demonstrate his fitness for better things, the chances are more than even that those above him will make an opening for him. Very often the heads of houses and leaders in their policy have plans they cannot put into execution for lack of the proper man to carry them out. It is the head of the progressive house who needs men faster than they present themselves, and will sooner or later give every worthy applicant for advancement a chance to show his worth.

If you will look carefully at the men about you who are forging ahead of their associates, you will find that the main difference is just the ardent desire to get ahead. One man will hesitate to attempt something untried, while another no better fitted will step forward and achieve a triumph. The man who didn't dare can point out the mistakes and show how much better it could have been done and tell what a dreadful mistake it was to let that particular man do the work, but it has been done, and the doer has forged ahead by the just measure of his deed. He is ready for another task, and if it presents the same problems as his old it will be better done. If it is entirely new and untried, there will doubtless be new blunders for standstill to point out and exclaim over, but the mark will have been set still a little further ahead.

Has it ever occurred to you when you go to the man ahead of you for orders and advice that the problems you are asking him to solve are just as new to him as they are to you, and that if you only thought so you could work them out yourself instead of troubling him and earn his gratitude and confidence. I will warrant if you go to him half a dozen times in a day about the petty details of some work he has intrusted to you that when he sums up the day's work and its cares and annoyances he will count as one of his chief troubles the frittering away of his energy over unworthy trifles you and others have thrust upon him. He himself is a go-ahead, and of all the maddening, worrying, hindering things such a man has to deal with is the employe who has to be pushed from step to step in his work, unable or unwilling to grasp the general idea of a plan of action and use his own judgment and common sense for the determining of methods.

The greatest moving force in the forming of character and careers is—habit. There is such a thing as the habit of assuming responsibility, by which a man comes to look upon any new endeavor or untried plan as his legitimate work, and to seek it; to work out new ideas and plans and propose them, that he may have something in his "line" to do, and to enthusiastically further projects that may be intrusted to him. If his judgment is good, he will succeed in large measure. If it is not he will come to grief early in his career, and it is then time enough for him to fall back into the ranks of the standstills. But it is much better for him to essay great things and fail than never to have tried at all.

We hear it said that every walk of life is overcrowded and that the young man of to-day has no show. The very opposite is true. There never were so many and such glowing opportunities for success, nor could men rise as high. It is a great thing to have ability. It is equally important to have the go-ahead faculty that will insure a fair chance to that ability. Better plenty of push and a fair ability than more ability and a lack of ambition to make it manifest.

How to Graphite a Chain.

Nothing improves a chain like a good cleaning and lubrication, and to secure the best results these processes should be repeated at frequent intervals. Dixon's Graphite Chain Compound, either in cakes or sticks, makes an excellent lubricant, and can be applied by any repairer or rider. The best method is as follows:

First, clean the chain thoroughly with gasoline or benzine. Second, place the clean, dry chain in a flat pan large enough to hold it when coiled. Third, place the pan on the fire. The graphite compound is then broken in pieces and placed in the pan, and when heated to about 180 degrees it becomes sufficiently fluid to reach all the interior wearing surfaces of the chain. After this is thoroughly done the chain is removed and allowed to dry and the surplus graphite is wiped off.

"Bill" Martin as an "Also Ran."

Like "Plugger Bill" Martin, Hardy Downing hied himself to Australia, the racing man's new El Dorado, without any heralding of his intention. He reached there in October, and at once plunged into the racing game. A second place rewarded him at his first appearance, although he was admittedly not in his best form. He started from scratch in a handicap race, and was just beaten in the last few yards by Wilksch, another scratch man. He is reported to have made a good impression.

Martin is having rather a hard time of it. He has not begun to round into shape, and so far has failed to win a place. His chief weakness is his sprint, which has deserted him, for the time being at least.

How Dust Gets Into Bearings.

Very few riders seem to take the trouble to see that the dust caps or springs over the lubricating holes or lubricators are properly closed. The result is that a considerable amount of dirt enters the bearings, and, although this appears to do but little harm at the time, the day comes when it will be found that it has played havoc with the cups and cones.

It pays to give attention to these matters, because, apart altogether from the consideration of increased wear, the entry of dust and mud into a bearing means that the wheel will have to be taken out and cleaned, and when a bearing has been taken to pieces it never seems to run so smoothly for a few days.

BICYCLE
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CARRIAGE

INTERNATIONAL
IN FAME
AS WELL AS
IN NAME



EVERY TIRE HAND MADE

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A. & V. TIRE
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Davis Rounds out his 100,000 Miles.

Thomas W. Davis, of Peoria, Ill., is not only a veteran of veterans, but is also the holder of what is probably the best authenticated long distance record in the country. Beginning his experience on an oldtime "ordinary" in 1888, when he was sixty-one years old, he has been an indefatigable rider ever since, and during the latter part of November he rounded out his record of 100,000 miles by doing a century.

Mr. Davis, who is now seventy-five years old, is an Englishman by birth, but has been a resident of Illinois since 1852. In his first ride he covered twenty-three miles, and then decided that he would keep a record of all his future ridings. He has a bound volume in which he keeps his mileage certificates. A long string of century bars is another possession of which he is very proud. So devoted is he to the sport taken up in his old age that the granite monument marking the grave of his wife and the place where he himself will be interred has carved upon it the outline of a bicycle. By his will it is directed that the monument shall bear, in addition to the dates of his birth and death, a correct record of his bicycle mileage.

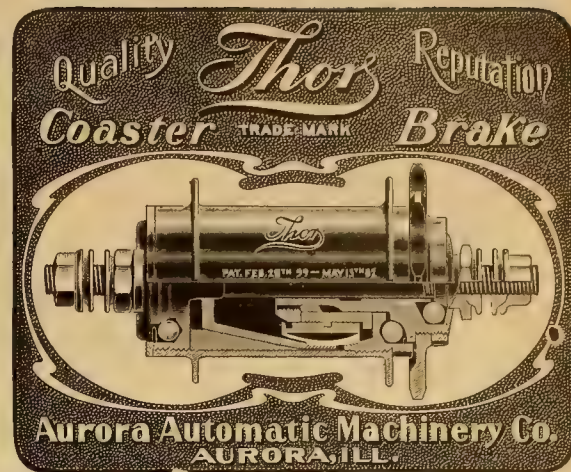
The best showing made by Mr. Davis in his extraordinary career as a rider was 12,465 miles, in 1896. His first century run was made in 1891, when he participated in an event at Chicago. There were 160 starters, and, although he was one of the last to get away, he was No. 39 at the finish. Eight century runs were included in his mileage for 1894. In 1901, at the age of seventy-three years, he went to Chicago to join in the century run over the Libertyville-Waukegan course, in which he finished well up in front. His record for the season of 1903 is 4,000 miles, which includes 3,000 miles in his native England during an extended visit to that country.

Losee First to Cross the Bridge.

Captain L. Losee, a pilot employed by the Union Ferry Co., is the first person to cross the new Williamsburg Bridge, between the boroughs of Manhattan and Brooklyn, on a bicycle. He performed the feat surreptitiously on November 23, and as the bridge roadway is not yet in complete condition the ride is regarded as a somewhat venturesome one. Captain Losee went on the bridge from the Brooklyn approach, and was not interfered with by the workmen, who supposed he was a bridge employee. On reaching the Manhattan end he turned and retraced his way to Williamsburg in a leisurely fashion. It was not until several days later that his identity became known.

Brooklyn's Mutuals Incorporate.

The Mutual Wheelmen of New York City was incorporated at Albany on November 28. Its objects are to promote wheeling and for social intercourse among members. The headquarters are in Brooklyn. Edwin C. Abel, Edwin J. Archer, Clifford S. Bennet, Arthur C. Breitner, George R. Crosby, Adrian J. Gonzales and Adolph H. Lux are the directors.



Thor Coaster Brake

will be a part of the equipment on many of the finest wheels manufactured and sold in 1904.

Do not allow yourself to be deceived. Insist on having

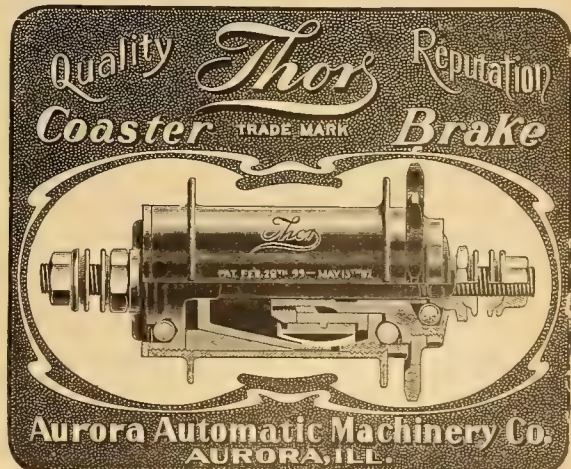
THE VERY BEST

It does not cost any more and insures satisfaction.

THOR COASTER BRAKES

are manufactured in

THE FINEST EQUIPPED
PLANT IN THE WORLD



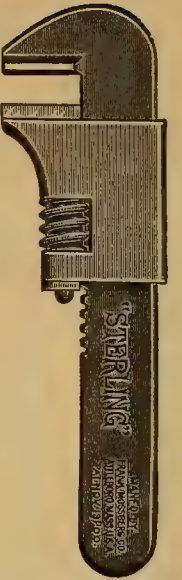
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that does not stock

MOSSBERG Bells and Wrenches.

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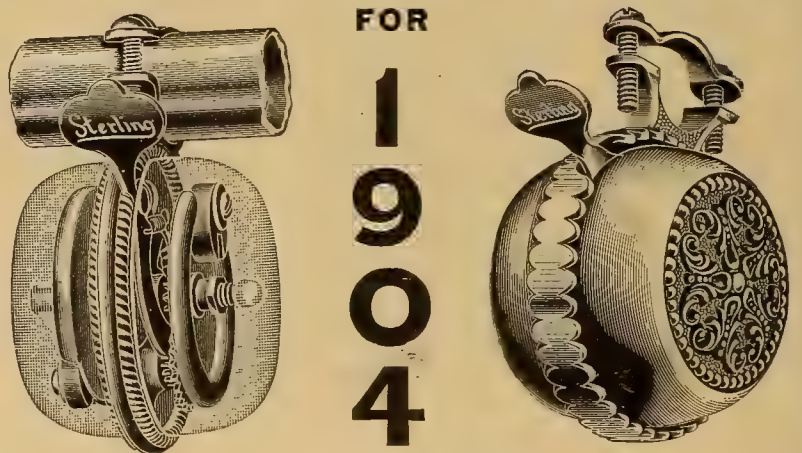
These famous Pedals have surely worked their way to the front. What has overcome all competition? B. G. I. QUALITY which is better than ever in 1904.

HIGH GRADE BICYCLES REQUIRE HIGH GRADE EQUIPMENT

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STERLING BELLS



Comprising over one hundred styles and numbers, including Continuous Ringing Chimes without winding, Double Chime Bells, Push Button Bells, etc.

SEND FOR CATALOGUE AND PRICES TO
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Schrader Universal Valve.

(Trade Mark, registered April 30, 1895.)

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Schrader Universal Valve,**

I have concluded to sell parts only to the general trade.

Parts 99-1, 99-2, 99-3, 99-4 may be had from all the makers, or from A. SCHRADER'S SON. Price List and description of parts sent on application.



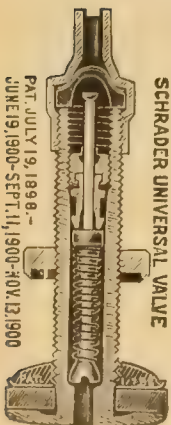
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ESTABLISHED 1844.

**30 and 32 Rose St.,
New York, U. S. A.**



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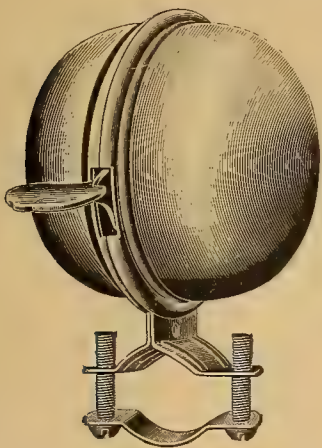
that we've been making BELLS for

72 YEARS

is, we believe, sufficient indication of our ability to produce

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of the right sort at the right price. And our line is so complete and diversified that we are prepared to care for all classes of trade.



OUR

Cathedral Revolving Chime

is one of the sellers that should be included in the stock of every jobber and dealer.

And you know, of course, that we make toe chips, trouser guards and lamp brackets and a lot of them.

Bevin Bros. Mfg. Co.,
EASTHAMPTON, CONN.

Established 1832.

Here's a Simple Gasolene Gauge.

As few gasolene tanks are equipped with a gasolene register, or indicator, a straight glass tube open at both ends may be made to serve the purpose admirably. The finer the gauge of the bore the better. Dip it into your tank with both ends open. Then place your thumb firmly over the open upper end of the tube so as to make it airtight, and withdraw it from the gasolene, and you will find that it will retain a column of fluid equal to the depth of that in the tank. If you take the trouble to empty the tank and then fill it quart by quart or pint by pint, testing with your glass tube after each addition and making a sharp notch with a three cornered file to correspond to each pint, you will have a rapid and easily applied gauge to test your store of gasolene.

Topeka to Enforce Bell Law.

Chief of Police McCullom, of Topeka, Kan., has notified the bicycle riders of that city that he intends to enforce the ordinance requiring them to equip their bicycles with bells and to ring them as a warning to pedestrians. Some of the bicyclists are having fun over the matter. One of them has arranged his bell in a way to cause its continuous ringing as he rides, while another uses a big cowbell. These actions are discountenanced by more sensible bicyclists, who urge a sensible observance of the requirement, which they regard as a reasonable one.

Seventy at Dayton's Dinner.

Upward of seventy members of the Dayton (Ohio) Bicycle Club attended the annual banquet on Thanksgiving Eve. President J. Brayton Parmalee delivered his annual address, and there were responses to toasts which were calculated to enliven interest in the bicycle. "The New Member and His Experience in Catching On" brought out one of these from Ira C. Miller.

RIDE A

Cushion Frame

MODEL.

The Highest Grade

OF BICYCLE CONSTRUCTION AND THE MOST

Luxurious Bicycle Made

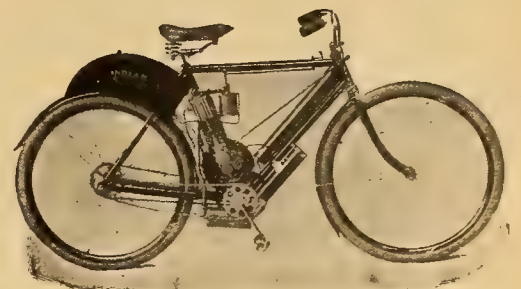
ALL DEALERS.

WHILE

Postage Stamps

are selling at their present low prices, you will find it profitable to invest in the one that will assure your receiving our 1904 Catalogue. It will interest every man who rides a motorcycle and every man who ought to ride one.

The Story of The Indian



is an interesting one—one that has made motorcyclists and will continue to make them. Read it before you make your purchase.

THE GRIP CONTROL

by which the machine is started and stopped and its speed regulated without removing the hand from the grip is but one of the new features.

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With millions in daily use, it has stood the test for more than five years, and is adaptable to ball bearings of any kind.

If you are users of ball bearings we would be pleased to hear from you and mail you our catalog with the latest information which we know would be profitable and interesting to you.

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MUST SELL BELLS.
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Are the Best Bells
for Jobbers.

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HIGH GRADE
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CARRY A COMPLETE STOCK OF
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CAREFUL ATTENTION PAID TO
PROMPT SHIPMENT.

HIGH GRADEwheels must have the
best equipments.There is nothing that gives more value for
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ROLLER CHAIN**NOISELESS IN MUD, WATER OR
DUST AND ALWAYS EASY RUNNING.

The only chain having Frictionless
Rocker Joints. Insist on having the
Morse Twin Roller. Fits regular
sprockets.

Send for Catalogue and
Trade Price to**Morse Chain Co., Trumansburg, N. Y.****"PERFECT"****OILER.**

For High Grade Bicycles. The best and neatest Oiler in the market. DOES NOT LEAK. The "PERFECT" is the only Oiler that regulates the supply of oil to a drop. It is absolutely unequaled. Price, 25 cents each.

We make cheaper oilers, also.

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**TIRES, COASTER BRAKES,
GAS LAMPS, Etc.**

Write to-day for complete Catalogue.

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until you have had our proposition on

"Black Diamond" and "Rochester Guaranteed"

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Jobbers of Cycle Supplies. **Rochester, N. Y.**

Write for 1904 Catalogue,
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THE KELSEY CO.,**BUFFALO, N. Y.****SPROCKETS.**We supply nearly all
the best trade.

PARISH & BINGHAM CO.
CLEVELAND, OHIO.

Where Red Tape Binds Cycling.

German cyclists have no easy time of it when they run up against bureaucratic red tape. As this happens with alarming frequency, they are kept in hot water a great deal of the time. A recent occurrence in Silisia brought this out in a strong light.

A land surveyor who was riding along the Barschdorf-Koischwitz road last September, when he overtook a gendarme, named Adolf Petersen, likewise a wheel. As the surveyor had neglected to give the regulation tinkle of warning, Petersen called out to him, and requested an explanation of this flouting of the regulations. "Because," softly came the answer, "there was really no necessity for observing them." "No necessity!" The words hit the gendarme plump in his bureaucratic self-respect, for police regulations take precedence of the Decalogue in the Fatherland. To sum up the situation, Adolf Petersen was staggered.

Having re-collected his few wits, which this treasonable rejoinder had momentarily scattered, the gendarme sprinted after the offender, and recorded both name and address. In due course the summons appeared. Interrogated by the magistrate as to why he had not rung, the defendant pleaded that, while "necessary" ringing was ordered, "unnecessary" tintinnabulation was just as strongly prohibited. First, it was early morning, and the gendarme had the country road practically to themselves. Secondly, he had taken care to minimize risk of collision by passing the gendarme at a distance of several yards.

The magistrate suggested that the latter might have suddenly turned, and then, drawing his conclusion with the cocksureness of an Euclid—a collision would have been unavoidable. This hypothetical collision alone would, of course, have amply sufficed for a German court to convict the defendant, but crushing evidence of a positive character was to follow. "Besides," sternly went on the Bench, "you started the gendarme." No more evidence on either side needful; the case against the defendant was complete; he startled the gendarme! A fine of ten marks—only this, and nothing more! known to open up a few of them. One of these fine days we—or our grandchildren—may be permitted to pedal, instead of shamefacedly shoving, our bikes down the broad asphalted "Linden," prophesies a Berlin correspondent.

More Roads for Berlin Bicyclists.

Berlin wheelmen, whose actions are much restricted, are promised a relief from irksome rules and regulations. According to Germania, the organ of the powerful "Centre" of the Imperial Diet, there is a good time coming for the wheelmen. At present a large number of thoroughfares are taboo for cyclists, and the kindly powers that keep us all under surveillance are pondering a proposal from some truly heaven sent un-

"How to Drive a Motorcycle." See "Motorcycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York. ***

IDEAL HANDLE BARS

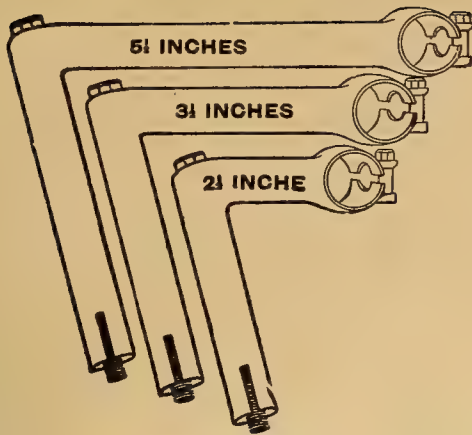
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will all be made of seamless tube and stems and extensions out of one-piece drop forgings. Prices lower than ever before and bars better than ever before. Manufacturers and Jobbers get our prices. Why not get the real thing, when prices are about the same? Bars made any shape and widths. Bars, stems and extensions sold in the black or finished and nicked. Motor Bars are made to suit all machines. Jobbers, get in line and catalogue our goods and you will be in it. Get the genuine "Ideal" goods. All our bars, stems and extensions are stamped "Ideal". Write to-day for prices and electros.

Sole Manufacturers,

IDEAL PLATING CO.,

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WE MAKE HIGH GRADE BICYCLES

that have stood the test.

The FOWLER, The MANSON, The SHERMAN.

They are known the world over and have always given satisfaction. We make three grades of unequalled superiority and speed qualities. NEW MODELS FOR 1904.

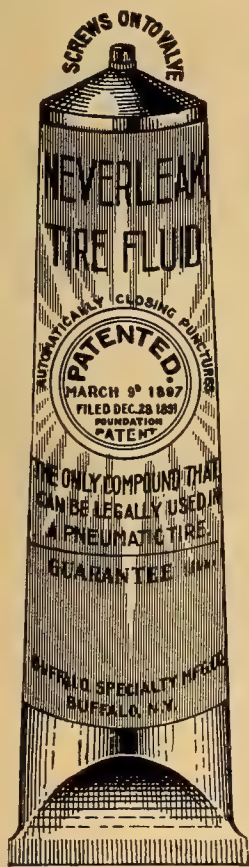
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241-249 South Jefferson Street, CHICAGO, ILL.

\$25 REWARD



For information about any dealer or repairman using or handling any Compound, Powder, Fluid, Liquid or semi-liquid for the purpose of sealing punctures or leaks in pneumatic tires, in violation of our

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NEVERLEAK AND GLINES' LIQUID RUBBER

are the ONLY Fluids that can be Legally Used in Pneumatic Tires.

Write for Conditions under which the Above Reward will be paid.

NEVERLEAK TIRE FLUID

when injected into a bicycle or automobile tire will never evaporate, but is always in liquid form ready to plug up a hole as quickly as it is made. It renders a tire absolutely puncture proof and is particularly guaranteed to preserve the rubber.

PUT UP AS FOLLOWS:

4 oz. tubes, 4 oz. cans, 8 oz. cans, quarts, one-half gallons and gallons.

All Jobbers Handle Neverleak.

For Automobile Tires we recommend

Automobile Neverleak.

Buffalo Specialty Manufacturing Co., BUFFALO, N.Y.

YES

There are other railroads between the East and the West.

BUT

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COLD DRAWN SEAMLESS
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IT IS WELL KNOWN BY ALL MANUFACTURERS

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THE MOTORCYCLIST
FOUNDED 1879
THE AUTHORITY OF THE CYCLING WORLD.
NO. 1943 Vol. XXV. WEDNESDAY, AUGUST 17th, 1903. (ONE PERRY)

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Read it and keep in touch with
British Inventions
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"Motocycles and How to Manage
Them"
is the very book you need.
Every page teaches a lesson. Every illustration
"speaks a piece."
And there are 126 pages and 41 pictures, too
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Due Albany	4.10 P.M.	7.35 "
" Syracuse	7.55 "	11.25 "
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" Buffalo	11.40 "	
" Toledo	5.55 A.M.	8.25 "
" Detroit		3.15 P.M.
" Chicago	11.50 "	

"Chicago Special" has through Buffet Library Smoking Car
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For other service west, time tables, reservation, etc., address
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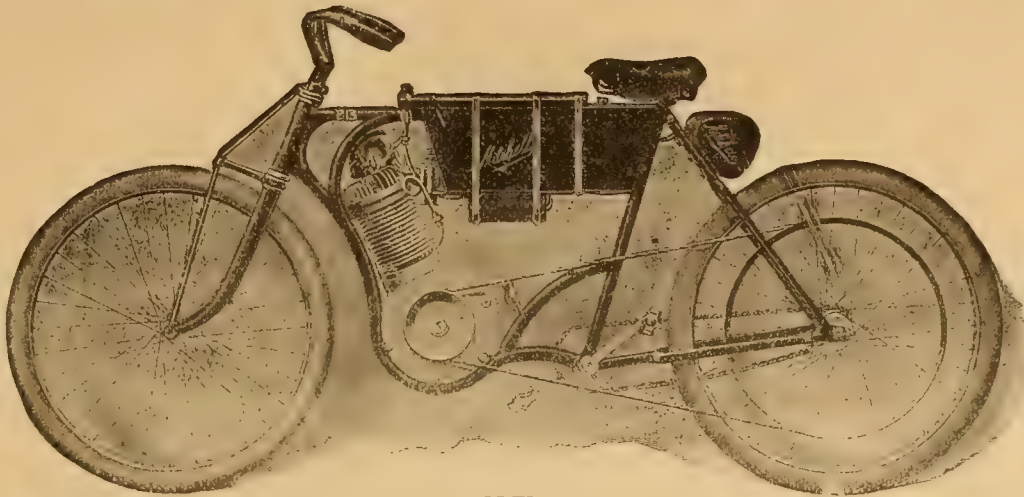
TO THE LIVE MAN
interested in cycling who realizes the value of keeping informed
about all that concerns it this blank will be hint enough:

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124 Tribune Building, New York.

Enclosed find \$2.00 for which enter my subscription
to the BICYCLING WORLD for one year, commencing
with the issue of.....
Name.....
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Mitchell Mile-a-Minute

3½ Horse Power



\$225.00

MODEL 53.

There are fast horses and slow horses, strong horses and weak horses,
BUT OUR HORSES
are out of three-and-one-half-inch-bore by four-inch-stroke and are the strongest, fastest and best bred in the world.

WISCONSIN WHEEL WORKS, Box A, Racine Junction, Wis.

New England Representative: AUTOMOBILE & MOTOR-CYCLE CO., East Rochester, N. H.

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PROPOSITION MOST INTERESTING.

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CONTINENTAL RUBBER WORKS,

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An Incomparable Trio

**The M. & W. Inner Tube. The M. & W. Single Tube.
The M. & W. Double Tube.**

**Individually and collectively a brand that has no equal in quality of
stock and superior construction.**

Always popular; never more meritorious than today.

**MORGAN & WRIGHT,
CHICAGO.**

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ST. LOUIS.

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SEASONS ROLL BY

and with each rolls an ever-increasing number of

~Pierce Cycles~

Always in the van, sheer quality has placed them there and unswerving
fidelity to the highest standards of construction has kept them there.

1904 Models are Now Ready

and show up to the usual standard of Pierce excellence.

If interested in the best bicycle built, write us.

GEORGE N. PIERCE COMPANY, Buffalo, N. Y.

The Bicycling World

AND MOTOCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVIII.

New York, U. S. A., Saturday, December 12, 1903.

No. 11

PENNSYLVANIA WINS AGAIN

Court of Appeals Gives Judgment Sustaining Validity of Its Pinched-End Inner Tube.

The United States Court of Appeals for the Pennsylvania District this week handed down a decision settling the validity of the Pennsylvania pinched-end inner tube and affirming the judgment of the lower court in the case of Morgan & Wright vs. the Pennsylvania Rubber Co.

Morgan & Wright based their action on the alleged infringement of their patent, No. 502,047, of July 25, 1893, and when in January last the United States Circuit Court for the Western District of Pennsylvania rendered an adverse verdict, holding that the Pennsylvania people had "found a different method of closure, and such mode is not by a flattened end," the Chicago manufacturers promptly filed an appeal. It is this appeal that the higher court has just refused to sustain.

Barker to Quit Jobbing Trade.

C. B. Barker & Co., New York, one of the cleanest jobbing houses in the trade, will discontinue business, or rather the cycle jobbing department of its business, on the 31st inst. When the stock is cleared up, Harris Parker, the manager, and an able, likable and highminded man, will go to Torrington, Conn., where he will become identified with the several Alvoid interests.

Barker & Co.'s decision to retire from the cycle trade was influenced largely by the belief that their more profitable department, sewing machines, was being injured by its location downtown in the cycling jobbing district. The cycling jobbing department earned a profit, but as sewing machines earned more it was decided to concentrate the money and energy in this end of the business and to help it by removal to the sewing machine district uptown.

Hoover-Ball Sustains \$2,000 Damage.

Fire on Sunday last in the block in which the Hoover-Ball Company, bicycle jobbers, of Newark, Ohio, are located, damaged the stock to the extent of \$2,000; the loss was fully covered by insurance.

Parker Resigns G & J Presidency.

Finding it impossible to do full justice to each of four widely separated concerns, on Thursday last L. D. Parker, who had previously relinquished the direction of two of them, resigned the presidency of the G & J Tire Co., Indianapolis, and, as was originally the case, will henceforth devote himself wholly to the Hartford Rubber Works Co., of which he, of course, remains president. His resignation as president of the G & J Co. was accepted at a meeting of the directors on Thursday, as stated, Harold O. Smith, who, previous to Mr. Parker's incumbency, occupied the office, being elected to fill the vacancy; Mr. Parker, however, remains a director. At the same time, J. D. Anderson was made vice-president, treasurer and general manager. Mr. Anderson has been identified with the G & J Tire interests for the last two years, and is therefore no stranger to his duties. Before going to Indianapolis he was connected with the Hartford Rubber Works, and for many years previously with the Pope Mfg. Co.

Fire Singes Eagle Factory.

A fire at the works of the Eagle Bicycle Mfg. Co., in Torrington, Conn., on Saturday, December 5, caused the destruction of a wooden building used for the building of gasolene launches, and damaged two other buildings. The fire was discovered at 2:50 p. m. in the building first mentioned, from which the flames spread to the other two structures, used for storage purposes. They were prevented from entering the main shop, which is of brick.

Among the losses were seven launches, one of which was ready for shipment to Florida. They were in the building where the fire originated. There was stored in the other buildings a large stock of crated bicycles, ready for shipment, and a stock of wooden rims. They were badly damaged by smoke and water. Manager Hammann of the Eagle Bicycle Mfg. Co. stated that he could not estimate the loss, but considered it covered by insurance. How the fire originated he was unable to state.

Edwin Mohrig, one of San Francisco's veteran dealers, is in financial stress. Following a judgment for \$5,000 his stock was levied on to satisfy it.

FOUND IN RUBBISH HEAP

Discovery of Long Lost Drawing Results in Reopening Famous Coaster-Brake Fight.

It begins to appear as if the long continued and now famous three cornered fight between the Pope Mfg. Co., the New Departure Mfg. Co. and William Anderson, over the respective and conflicting coaster brake patents of J. S. Copeland, H. P. Townsend and William Anderson, will have to be fought all over again.

After a practically uninterrupted succession of victories in the Patent Office, which awarded priority to Copeland, the Pope interests received a setback about three months since when the Examiner of Interference granted the New Departure Mfg. Co. motion to introduce newly discovered evidence. The Pope attorneys appealed from this decision. Last week Commissioner Allen promulgated his ruling, upholding the Examiner, thus practically reopening the case. The new evidence which the New Departure people will now be able to offer would seem to have a vital bearing on the question of priority. It is in the form of a drawing of a coaster brake dated September 10, 1897, which was found in a pile of rubbish in June of this year.

Commissioner Allen's decision which relates the circumstances is as follows:

"This is an appeal by Copeland from a decision of the Examiner of Interferences granting a motion brought by Townsend to reopen the above entitled interference for the purpose of permitting the introduction of newly discovered evidence.

"The evidence which it is alleged has been newly discovered consists of a drawing on tracing cloth showing in longitudinal section a removable coasting and braking device located in the hub of a bicycle wheel. This new drawing has been filed, and it accompanies the motion to reopen, and it is dated September 10, 1897, and signed 'H. P. Townsend.'"

"Whether or not this interference should

be reopened for the purpose of taking testimony relating to this drawing depends upon the determination of the following questions:

"First—Is the new evidence material to the case?

"Second—Is the evidence newly discovered within the principles of law relating to such cases?

"Third—Was the moving party diligent in bringing his motion to reopen after the discovery of the alleged new evidence?

"The question of priority of invention has been decided by the Examiner of Interferences, and his decision has in turn been affirmed by the Examiners in Chief on appeal. Both of these tribunals awarded priority of invention to Copeland. Appeals have been taken by Robinson and by Townsend from the decisions of the Examiners in Chief to the Commissioner, which appeals are still pending.

"It appears from the decisions already rendered in this case that Townsend testified to the disclosure of the invention as applied to the rear hub of a bicycle in the fall of 1897. He states positively in his testimony that he made a complete sketch of the same at that time, and his disclosure was by means of this sketch. This testimony is corroborated by other witnesses. The Examiner of Interferences after analyzing the testimony made the following statement in his decision:

"None of the sketches or drawings which Townsend used in making the disclosure to these witnesses are in evidence, nor are the witnesses able to state what construction was shown by them. . . . Townsend may possibly be given a date of conception as early as January 1, 1898.

"It is therefore clear that if this newly discovered drawing is introduced in evidence it might have the effect of changing the decision of the Examiner of Interferences as to the date of Townsend's disclosure. It also appears that there is some testimony to the effect that Townsend disclosed the invention to Copeland, but the Examiner of Interferences gave slight weight to this testimony, for the reason that he had already held that Townsend's conception was later than that of Copeland. Such being the case, it follows, of course, that Townsend could not have disclosed to Copeland.

"If it should now be held that Townsend had a conception of the invention prior to that established by Copeland, the testimony relating to Townsend's alleged disclosure to Copeland would be very material.

"It is therefore held that this new evidence is material.

"Affidavits have been presented in this case which show that diligent search was made for Townsend's drawings and sketches before testimony was taken in this case. This particular one was not found. It is shown that drawings were from time to time examined in the office of the New Departure Bell Company, the assignee of Townsend, and that they were usually spread upon a

table in that room for the purpose of this examination.

"It now appears that the New Departure Bell Co. determined to finish in hard wood the interior of their office, and that in cleaning out the room for this purpose this drawing was found, on June 20, 1903, crumpled up and buried in a box which had been placed in a niche of the room, and that the box was filled with rubbish, and upon the same was a pile of other material consisting of empty wooden boxes, pieces and parts of wooden boxes, scraps of metal and a mass of catalogues, circulars and other abandoned advertising matter, with an accumulation of dust and dirt.

"It is not reasonable to hold that this was the place which would ordinarily be searched for the exhibit drawings relating to an invention. Neither can it be presumed, as contended by Robinson, that if the drawing was found in this niche beneath this pile of rubbish, it was deliberately crumpled up and thrown away. It is more reasonable to presume that when these drawings were spread upon a table for examination that it accidentally fell upon the floor, and was not noticed, and was brushed up and found its way into this mass of rubbish. The drawing was lost, and could not be found after diligent search had been made therefor. It was only found by accident, and it is thought that this lost drawing was properly held by the Examiner of Interference to constitute newly discovered evidence.

"The drawing was found on June 20, 1903, and the motion to reopen was filed July 3, 1903. This is not an unreasonable time, in view of the ordinary engagements which may be expected of counsel in other matters, and it is held, therefore, that Townsend was diligent in bringing his motion after the discovery of new evidence.

"The condition of this interference has not been overlooked. This is not a case where, an applicant, being defeated, seeks to reopen for the purpose of taking additional testimony to establish new dates of invention. By the introduction of this evidence Townsend does not seek to change the date of disclosure to which he has already testified. He has been able only to produce oral testimony as to his disclosures, and this drawing constitutes documentary evidence as to this fact, and tends to support the testimony of Townsend's witnesses. In fact, Townsend's testimony refers directly to a drawing similar to the one now in question.

"In view of all the circumstances of this case, it seems clear that it comes within the principles of law relating to the introduction of newly discovered evidence.

"The decision of the Examiner of Interferences is affirmed."

Price Increased, not Decreased.

Due to misunderstanding, the price of the ladies' cushioned frame Racycle was first announced as \$40, a reduction of \$5. As a matter of fact, the price is \$50, an increase of \$5.

Receiver Desires to Auction Marsh Plant.

H. E. Swift, receiver for the Motor Cycle Manufacturing Company, Brockton, Mass., has petitioned the court for authority to sell the assets at public auction. He states that in his opinion it is inadvisable to continue the business as at present constituted. Some of the stockholders are attempting to organize a \$150,000 corporation, under the title American Motor Company, with a view of securing the factory, but the prime movers have not disclosed their identity and nothing has yet come of the effort.

Bowden Pays 40 Per Cent.

Only a few years ago the Bowden brake device almost went begging, and it was with the utmost difficulty that its inventor succeeded in organizing a company to exploit it. Within a few weeks the concern submitted its annual report and declared a dividend of 40 per cent. following an almost equally good showing a year ago. The capital of the company is only \$200,000. Its net profits for the year amounted to \$143,000, so universally is the device used on British cycles.

Dunlop Again Earns Big Profits.

For the first time in four years the ordinary shareholders of the Dunlop Tire Company receive a dividend. This is made possible by the large profits for the past year, they reaching \$1,060,000, an increase of nearly \$250,000 over the 1902 earnings. Consequently the preference shareholders get their customary 5 per cent. and the ordinary shareholders 6 per cent. Some \$225,000 is written off the patent account. The large sum of \$1,175,000 is carried forward.

Will not Discontinue Circular Guards.

It develops that the report that the Bevin Brothers Manufacturing Company, Easthampton, Conn., had discontinued the manufacture of circular trouser guards was due to confusion of the terms "guards" and "clips." They will continue to produce seven patterns of the circular guards. What they have discontinued is the manufacture of all trouser clips—those that slip on the side of the trousers—save one pattern, the Rugby.

The Retail Record.

Terre Haute, Ind.—Harlem Rectors; fire.

Checotah, Ind. T.—W. L. Payne; fire, loss \$1,000.

Kingston, Ont.—Angrove's Bicycle Ware-rooms; fire.

Island Falls, Me.—H. L. Powers succeeded by M. Berry.

San Francisco, Cal.—Edward Mohrig; stock levied upon.

Southington, Conn.—G. Worthy Smith; petitioner in bankruptcy.

Belleville, Ill.—Charles Procasky succeeds Dobschuetz & Procasky.

"How to Drive a Motorcycle." See "Motorcycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York. ***

WHAT POPE IS DOING

Manager Walker Points out Accomplishments and Plans—Men Regain Spirit.

Up Hartford way they are feeling good.

Of course you all will readily recognize that "up Hartford way" is but another term for "Pope factory," and also, as a matter of course, there is no excuse for even the biggest fool in business to plead ignorance of knowledge that "the Colonel" "came into his own" several months ago. If you wish to appear knowing, never speak of Colonel Pope—"the Colonel" is all that is necessary and is all compassing. There are many colonels; there is but one "the Colonel."

I was up Hartford way one day last week for the first time since the Colonel "came into his own." As I said, I found them feeling good—by "them" I mean all of those whose business it is to market Columb—No; it's Pope bicycles, now.

After spending an hour or so around the place, I ventured to remark to Ed. Fahy, that genial soul who has imbibed Pope doctrine for more years than most of us care to remember, and who now presides over the Pope retail store—I wish dealers everywhere might see it; it's a model one—which directly adjoins the big buff-colored office building:

"The boys all seem to be feeling better than they did a year ago."

"Better than they've felt for three years," he corrected.

It was about three years ago, as you may recall, that a big 44-tentacled trust gobbled up "his own," which the Colonel has so recently reclaimed.

Before Fahy made his significant correction I had talked with Manager Charles E. Walker—the "Charley" Walker, whose rise from messenger boy is a part of Pope lore—and though Walker did admit that his ire had been roused by The Bicycling World's comments on the travelling men's trolley car party—he explained that the trolley was used instead of bicycles because time was limited and a continuous conference necessary—the recollection of his berufflement did not affect his cheerfulness or his earnestness. Even the fire which burned in the grate in his office glowed cheerfully.

"We have simply had to start all over again," he said. "It has not been an easy task. It is easier to start a new business. When one starts fresh and new, little is expected of him. He has few promises, if any, to make good, and allowances are made for shortcomings. With us, it has been different. We've had to build up what had been torn down. The foundation was there, but the structure had been badly damaged. Big things were expected of us. We had promises to meet. If we slipped or erred there was little sympathy for us. Everywhere our men went, the agent met them with demand, 'Show me.'"

"And we are showing them," went on

Walker, with fine earnestness. "We are keeping our promises. We are striving to 'make good.' This department alone has twenty-two men on the road, and I don't believe a finer lot ever was sent out. No; none of them is an agent working for us during the dull season. We do not believe in that policy. Each is our travelling man, and working for us twelve months of the year and absolutely under our control and direction. We had them all here for many days. We gave them our ideas. They exchanged ideas with one another. We showed them how every part of each bicycle was made. We instructed them fully on every point. Before they were permitted to go on the road each was required to be competent to disassemble and assemble and understand the function of each separate part of our two-speed gear and coaster brake. They know what they are selling, and before they reach a town the dealers know that they are coming. Here is the postcard they are using." Mr. Walker picked up one from his desk. It bears the photograph of the travelling man, surrounded by his sample trunks bearing the signs "Columbia, Cleveland, Tribune Bicycles and Motorcycles." "The idea is not new," continued Mr. Walker. "The execution of it is. The dealers will know our man the moment he enters a store.

"Are the increased prices affecting our sales? Our order book does not show it, and our men do not report any trouble on that score. As I started to say, we are trying to show people that we are giving them value received. Including our jobbing lines, we have sixty-eight or seventy different models, and each of them is a new and better bicycle. All of them have new features, from the juveniles upward, and we have improved not only the bicycle, but the equipment. Look at that saddle!" He held up one bearing "Columbia" embossed on the jockey. "Did you ever see a better one? Examine this tool bog!" He unrolled one, displaying compartments for each separate tool. "Quite different from the usual style, eh? There's a place for everything, and there can be no rattle. Look at the tools—a Billings & Spencer wrench, a Cushman & Denison Perfect oiler. These things cost money. They go with the high priced models. We are grading such things according to the price. The man who pays the high prices gets even better tools than the purchaser of a lower priced article.

"Yes, we are putting a lot of energy in the sale of the chainless—it merits it, and with the two-speed gear it is absolutely a wonderful machine. You can have no idea how wonderful it is until you have tried it. The two-speed is a big step forward. Last year our speed ratio was a bit too high, particularly for women. Now, we can supply it with the low gear down to 47 inches, and there is no room for complaint. But we are not slighting our chain models by any means. It is true we cut out our \$40 Columbia, but

that is because we found that when there's a \$40 model and one at \$50, the sale of the former is disproportionately large.

"Coaster brakes? Say, isn't that just about the finest thing that ever was invented!" remarked Walker, as if his mind were dwelling on some particularly long and exhilarating coast. "We have already shipped more than we sold during all of last year," he said, with more than a satisfied smile.

The conversation drifted to the Pope publicity campaign.

"Here's one of the 1904 pad calendars," said Mr. Walker. "Take it with you. I guess you'll find it the sort of thing that will help cycling." Then, speaking what was evidently in mind when the calendar suggested itself, he continued: "In the last week I think we have sent out several tons of advertising matter, more, I dare say, than was sent out during all of the previous three years. We have some beautiful catalogues and a handsome show card on the way. Our general advertising and the electrotypes we will supply to our agents will all be of the attractive sort—of men and women awheel, of cycling scenes that will catch the eyes and suggest the pleasures of cycling. I do not mean to be boastful, but I do not think any one can do more or has left so little undone. We are endeavoring to make the most of everything. Take this coaster brake catalogue of ours, for instance. It is written in a strain to suggest the joys of the invention, the cover is a facsimile of the pasteboard box in which it is packed. The box is of sufficiently novel design to make a collection of them form a striking window display, while the wooden box in which they are shipped is so stencilled that the boards may be nailed on wall or fence or tree. The box forms a readymade sign for all those who desire to use that form of outdoor advertising. It will give you an idea of how we are seeking to turn everything to advantage—of how we are keeping our promises. If the dealers do their part and make the most of what is placed at their disposal, I do not see how we can fail to have a splendid year."

As I said at the beginning, after leaving Mr. Walker, I spoke to Ed. Fahy. Before I met Fahy I talked with several other Pope men, and there can be no doubt, as Fahy remarked, that all of them are feeling good and are throwing more heart and whole-souled energy into their efforts than at any time since the trust cast its shadow on the Pope wall and filled their hearts with apprehension, causing them all to wonder "where they were at" and where they finally would land. Where the shadow was sunlight has reappeared. It is now a case of "one for all and all for one"—the Colonel's dominant note. BEE.

Albert A. Pope and R. Lindsay Coleman were discharged on Thursday last as receivers of the American Cycle Manufacturing Company. The cash is to be turned over by the receivers to themselves, and John A. Miller as primary receivers.

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NEW YORK, DECEMBER 12, 1903.

President Roosevelt's Empty Approval.

President Roosevelt approves and sympathizes with the good roads movement. He says so in his annual message to Congress, delivered on Monday last. The President's sympathy and approval are, however, of the hollow sort; they give forth only sound.

Although the Brownlow bill, appropriating \$20,000,000 for federal aid in furthering the movement is before Congress, the President did nothing to further its passage. A word of approval from him undoubtedly would have aided the measure, but not a word of the sort did Mr. Roosevelt utter. He simply expressed the approval and sympathy that cost nothing, and that are of no more effect than if lisped by a babe. They will not aid or advance the good roads movement an inch.

The attitude of the President and the Congressmen generally toward the Brownlow bill and the good roads movement is peculiar to say the least. They are all full of overflowing of expressions of sympathy, but

when they get down to real business, they appropriate billions for rivers, creeks and canals, but do not deign to set aside a penny for the improvement of the highways used by every man, woman and child, and which directly serve the individual moral, mental, physical and financial happiness of each separate citizen. It may be that there are constitutional objections to appropriations for the purpose, but even if this were the case, it would, in the eyes of the average citizen, make the situation appear the queerer.

The Situation in England.

Remarkable as was the depression which overtook the British trade some half dozen years ago, it has been fully matched by the almost complete recovery which has taken place since. To-day the industry is sound, and prosperity has smiled on a very large number of the makers and, to a somewhat lesser extent, on the dealers. Almost the only difference is that, owing to improved factory processes machines are turned out more quickly and the demand never exceeds the supply; while the greatly reduced prices render the business less profitable, in spite of the general cheapening of costs.

The English shows, just closed, and especially the older function, the Stanley, reflect this state of affairs. They are the mirror of the industry, and when we read of the big attendance and the overflowing exhibits, the big Agricultural Hall being too small to house the Stanley show, we may be sure that the reports of the renewed popularity of cycling are true. Its phases have undergone marked changes, but there can be no denial of the assertion that the bicycle is as much used as ever.

The sport of cycling—that is, the racing game—has shrunk amazingly. Most of the classic events have passed into oblivion, and the general run of race meets are a milk and water imitation of the real thing that can appeal only to those who never saw the latter. The professional end of the game is even deader than its erstwhile rival, the amateur side.

So, too, the pastime has fallen off to a perceptible degree. The hard riders, the record breakers, mud pluggers, the century fiends, are but a tithe of their one-time numbers. The enthusiasm, the fierceness, the all-pervading passion for cycling is no more; or at best it exists in only a comparatively small number of souls. It has burned itself out almost as completely as it did here, and in its place has come a more rational, a more

judicious, devotion to the pastime such as ensures its permanency.

This phase, the second phase, as it may be termed, has not made itself manifest here to any marked degree. The recuperative process is still going on. The burned child still shuns the fire. Having cycled too much and too ardently, the American evens up matters by riding not at all. He abstains just as religiously as he formerly devoted himself to the wheel. To use a homely simile, he is sobering up after a debauch of almost unexampled severity.

At the present time a dozen or a score of riders use the bicycle as a means of transportation where not more than a single one employs it as a vehicle of sport or pastime. And this notwithstanding that it is a better vehicle than it ever was, thanks to the coaster brake and similar modern devices, and infinitely more worthy of attention. This neglect cannot continue long, however. Some fine day the world will wake up to the fact that the most wonderful vehicle of modern times is not being properly used, and then the days of its comparative desuetude will pass away and the bicycle come into its own again.

Next Year's Endurance Run.

Taking time by the forelock, Mr. G. N. Rogers, of Buffalo, writes us suggesting the advisability of the New York-Buffalo course for next year's motorcycle endurance run; and urging also that its promotion and control be taken in hand by the Federation of American Motorcyclists. Mr. Rogers goes so far as to suggest that the course mentioned be adopted permanently for the benefit of the comparisons which the contest each year will afford. He states that the distance from New York to Buffalo can be divided very evenly into four days' work; and thinks that if the Federation of American Motorcyclists were in charge, it would add to the interest, and elevate the event to the dignity of national importance.

While Mr. Rogers's ideas do not lack merit, we are, however, inclined to the belief that a different course each year will better serve the interests of motorcycling.

During the two years of its life, the endurance run has been confined to the country between New York and Boston, and there can be no doubt that it has been of effect in awakening that section of the country to the practicability of the motor bicycle, and has been responsible for no small number of sales. Having served the purpose

it would now seem desirable to turn the awakening and educating influences the contest exerts in other directions.

For this reason we are inclined to favor the plan which the promoters are known to have in contemplation, and which have operated to good effect abroad, i. e. a contest of several days' duration, each day over a different course in a different direction, all radiating from a common center, preferably New York City. Procedure of this sort would not confine the route to a single State, but would permit the seed to be sown in Long Island, the Hudson River Valley, Connecticut, New Jersey and Pennsylvania, all of which are lands of promise from a motorcycle standpoint, and all save two of which are, speaking from the viewpoint of the endurance run, untilled.

It is possible that conducted under the auspices of the Federation of American Motorcyclists, the event as Mr. Rogers contends, might assume greater importance, but it is scarcely probable that while the former sponsors, the Metropole Cycling Club, and the New York Motorcycle Club, evince a disposition to continue its management, that the Federation will do anything that smacks of interference. It could not decently do so.

Referring to a slight lengthening of heads which has taken place in the 1904 models, a trans-Atlantic observer remarks that the diamond frame is now at its best, from an artistic point of view. We are inclined to hold that the same is true of the frame of the present day cycle in this country. Its constructional superiority was conclusively demonstrated years ago, and, as a matter of fact, won for it universal adoption.

It is a remarkable fact that none of the many changes which have been made in the past decade have injured it either mechanically or esthetically. Opinions may differ as to whether long heads or short ones are and look better, each design having advocates. But we feel sure that the present type of frame, which strikes the happy mean in all such points as length of head, rake of diagonal and of head and drop to the crank-hanger, is generally regarded as the handsomest as well as the staunchest type of frame that has yet appeared. Fashion may again, as it has in the past, decree departures from this model of frame, may bring in a "dignified" type, with long head and diagonal tubes, or its antitheses, the low, raky frame with an extremely short head. But it will never improve on the present model until some epoch-marking change is made.

SHAREHOLDERS IN SYMPATHY

Canada Company Finally Holds its Meeting and is Still Hopeful of Reorganization.

The adjourned annual meeting of the Canada Cycle and Motor Company was held in Toronto on December 3. It will be remembered that the regular meeting, convened on October 29, at which the proposition for reorganization was to have been acted upon, was brief and resultless, owing to an injunction secured by the estate of the late Henry Cargill to prevent the submission of a by-law providing for the reduction of the capital stock from \$6,000,000 to \$600,000. This proceeding lapsed, the petitioners failing to follow up their action in court.

While the by-law was not submitted at the adjourned meeting steps were taken with a distinct view to effect a reorganization as soon as possible. This, however, will not be until litigation against the directors of the company ceases. A number of the shareholders expressed their confidence in the board of directors and their determination to stand by them. The sentiment of the meeting was expressed in a resolution, moved by Dr. Spencer, seconded by Richard Brown, and unanimously carried, that the shareholders immediately deposit in trust their shares with the National Trust Company.

It was decided to appoint a shareholders' committee to assist the board of directors and facilitate the reorganization. Rev. T. B. Hyde, W. H. Mulkins, J. F. Junkin and Dr. Oldright were appointed, and they will add to their number from the shareholders.

The old board was re-elected as follows: J. N. Shenstone, president; J. W. Flavelle, first vice-president; E. B. Ryckman, second vice-president; Hon. George A. Cox, Hon. L. M. Jones, Warren Y. Soper and T. A. Russell, secretary.

The annual statement, which has already appeared in the *Bicycling World*, was read by General Manager T. A. Russell, and was adopted. It shows that the liabilities of the company had been reduced by nearly \$400,000 during the year; that there is a clear surplus of assets over liabilities to the public of \$500,000, and that the profits for the year amounted to \$30,000, as against a loss of \$133,000 the previous year.

J. W. Flavelle, who was chairman of the meeting, opened the proceedings with a statement as to the position of the directors. They occupy, he said, exactly the same position as other shareholders. They had purchased and paid for stock in the same way, the amount they had invested being more than half the value of the preferred stock, which they continued to hold. It seemed to have been popular, however, to cast some reflection on the most innocent and meritorious acts of the directors. They had been subjected to a series of lawsuits, some real and some threatened, and the latter outrivalled the others in the character of the affidavits, giv-

ing the impression of very improper conduct.

While they felt keenly the unfortunate effects of their own bad judgment, that was all they had been guilty of, so much so that they had laid aside \$1,000,000 of stock to be distributed among those least able to stand the loss. Even this action had been misrepresented, and an endeavor was being made to create the impression that they were trying to bribe the shareholders because they were afraid of litigation.

Mr. Flavelle said the board had believed that when the first syndicate of shareholders discontinued the litigation, on being placed upon the same basis as others in respect to the distribution of the block of \$1,000,000 stock held in trust, and this was agreed to tentatively, it was felt that there would be no further litigation, and they could go on with the reorganization plan. But before the last meeting an injunction had been taken out, and subsequent to that it was stated in the papers, although the directors had not been served, that an action had been entered by Mary Boyd, who represented twenty shares.

"The time has now come," remarked Mr. Flavelle, emphatically, "when we welcome lawsuits. We want no more affidavits not followed by lawsuits. There will be no settlement on the part of the directors. The other evening a man called at my house and talked settlement. I took a cent out of my pocket, laid it on the table, and said to him: 'My dear sir, if I could settle everything with that cent I would not spend that much to do it.' If there are any more lawsuits let them be proceeded with.

Referring to the \$1,000,000 block of stock held in trust to lessen the loss of the weaker shareholders, Mr. Flavelle said when the shareholders sent in their share certificates to the trustees and all were in, then the stock would be available for distribution. But if this was not done, then the \$1,000,000 of stock would be handed back to the gentlemen who had subscribed it.

The action of Mrs. Mary H. Boyd, referred to by Mr. Flavelle, was taken on November 30, Mrs. Boyd seeking an injunction to prevent the reduction of the company's capital stock. In her petition it is declared that the defendants made large secret profits in the purchase of the subsidiary companies, whose assets and plants formed the Canada Cycle and Motor Company, and also that the defendants illegally expended money of the company in repaying to themselves the burden of certain underwriting contracts which they had entered into in respect of the sale of the preference stock of the Canada Cycle and Motor Company. It is also alleged that dividends were paid out of capital without the sanction, knowledge, and authority of the shareholders. It is claimed that the funds of the company were used in the purchase of shares of the National Cycle and Automobile Company. It is held that the defendants are liable to account for the regular and legal application of all sums of money received by the company from the sale of \$2,500,000 worth of preferred stock, and for judgment against the defendants other than the company for all sums and portions of the said \$2,500,000, for the expenditure of which they are unable to legally and properly vouch. Damages are also claimed for deceit by reason of misrepresentation in the prospectus, whereby the holders of preference stock were induced to subscribe.

PRESIDENT LAUDS BICYCLE

Mentions it in his Annual Message—Says it's of Great Effect on Country.

For the first time, the bicycle has been given the official approval of a President of these United States. Notice of its existence was taken by President Roosevelt in his annual message, delivered to Congress on Monday last. Mr. Roosevelt approves of the bicycle apparently because it is one of the things that helps to solve the old question, "How to keep the boy on the farm." His reference to it is contained in that part of the message bearing on the rural free delivery service, of which he said:

"The rural free delivery service has been steadily extended. The attention of the Congress is asked to the question of the compensation of the letter carriers and clerks engaged in the postal service, especially on the new rural free delivery routes. More routes have been installed since the first of July last than in any like period in the department's history. While a due regard to economy must be kept in mind in the establishment of new routes, yet the extension of the rural free delivery system must be continued, for reasons of sound public policy.

"No government movement of recent years has resulted in greater immediate benefit to the people of the country districts. Rural free delivery, taken in connection with the telephone, the bicycle and the trolley, accomplishes much toward lessening the isolation of farm life and making it brighter and more attractive. In the immediate past the lack of just such facilities as these has driven many of the more active and restless young men and women from the farms to the cities, for they rebelled at loneliness and lack of mental companionship. It is unhealthy and undesirable for the cities to grow at the expense of the country; and rural free delivery is not only a good thing in itself, but is good because it is one of the causes which check this unwholesome tendency toward the urban concentration of our population at the expense of the country districts."

In the next paragraph President Roosevelt also notices the good roads movement in this language:

"It is for the same reason that we sympathize with and approve of the policy of building good roads. The movement for good roads is one fraught with the greatest benefit to the country districts."

Bicycles in Alaska.

Although Alaska usually is associated with icebergs, polar bears and fur clothing, the governor of the territory himself, Hon. John G. Brady, writing from Sitka, makes plain that there cycling is not only possible but popular.

"We believe in bicycles in Alaska," he says. "We have six in my home and have done some road building near Sitka, partly with a view of making bicycling smoother."

New Features of Rambler Motor Bicycles.

In the Rambler motor bicycle for 1902, the Western department of the Pope Manufacturing Company will incorporate several features that will not be included in the Crescent, Monarch and Imperial machines. All will employ the $1\frac{3}{4}$ horsepower motor used during the past season and will retain the chain drive and one lever control, but the Rambler will be distinguished by many of the structural features of the Rambler bicycle, such as the "fish-mouth" and "spear-head" reinforcements and connections.

All will have spring forks, but that used in the Rambler will be of new and improved design. It consists of a front fork with a continuous arched connection extending into and along the inner wall of a forged arch crown, pivoted upon the fork sides. The arched connection is held in normal position against the front wall of the crown by a lateral spring extending backward into a hollow projection of suitable length to permit of expansion and compression, thus allowing an oscillating movement of the entire front fork upon the pivoted connection. The spiral spring is placed directly in the centre of the arched connection of the fork sides, and when the front wheel comes in contact with obstructions or uneven surfaces the action can be in one direction only, thus preserving the symmetry of the fork sides at all times. Its primary object is to relieve the hands and arms, but it protects the frame head, fork crown and stem from vibration, thus lengthening the life of these vital parts.

A new oiling device also has been adopted, the operating mechanism of which can be handled while riding. It is a drip or reservoir feed, which can be set to drip or flow, and is placed directly over the engine, so that the oil is always warm and runs freely. The tool bag of last year has been abolished and space provided in the upper end of the case covering the spark coil for the tools, so that to all appearances this device is a continuance of the spark coil covering. A muffler, cylindrical in form, and of new design, is among the other improvements.

Paris to Have Winter Racing.

Paris is once more to have a winter cycle track, after being without one since 1897. The city authorities have expressed their willingness to grant a lease of a quarter of the space in the "Galerie des Machines" in the Champs de Mars, up till the 31st of December, 1904, at a rent of \$5,000. There is a certain amount of risk, as there is a clause in the conditions that "should the city of Paris decide after the 1st of June next to demolish the gallery, the lessee must submit to the consequences." The dimensions of the path will be 333 metres or 364 yards. The installation has at once been put in hand, and it is anticipated that the opening will be somewhere about the 20th to 25th of December.

"The Motor, What It Is and How It Works." See "Motocycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York. ***

RIVAL C. R. C. A.'S ASTIR

Both Organizations Select New Quarters and Officers and Plan for Next Year.

Some interesting changes are in progress in the affairs of the Century Road Club of America. The proprietors of Bedford Rest do not cater to cyclists as formerly, and the organization has given up its quarters there. Some members of the Association are unkind enough to say that the Americas were "put out," but this is not quite true. Incidentally, also, the repairman who occupied quarters in part of Bedford Rest has moved into a small house, a very small house, on the lot next to the old quarters of the Howard Wheelmen. The repair man put up the flag of the Century Road Club of America over his new quarters, and some of the Americas frequented his place as of yore, he being a staunch America member. Then the Association members said:

"The Americas have followed us and moved into a woodshed adjoining our Brooklyn clubhouse, and the house is so small that the flag covers and conceals it."

P. A. Dyer, who is now being elected president of the Americas—the mail vote ends December 15—made the explanation given concerning the repairman and the Century Road Club of America flag.

Things are stirring with both Century riding organizations. The Americas, having no meeting place and the constitution providing for nothing of the sort, the same idea of a distinct local organization is to be employed, and leading members have already caused to be held two meetings to form a general athletic club. Nearly two hundred attended the second meeting, held a week ago, and a temporary organization was formed, with E. B. Hill, president, and Fred Mommer, secretary. According to P. A. Dyer, who is now being elected president by the mail vote, the purpose is to form a general athletic club, and not merely a cycling body. It is expected only that it will have enough members of the Century Road Club of America on its rolls to dominate its councils.

The Association's Brooklyn branch is housed, and doing well, and the headquarters of the New-York contingent have been removed from No. 310 West Fifty-third street, to the house of the Caledonian Club, on Seventh avenue, near Fifty-fourth street. The national election by mail vote is now in progress, one ticket being in the field, and that being headed by C. P. Staubach, of New-York, for president. The others on the executive ticket are: D. M. Adey, New York, first vice-president; H. S. Judd, Chicago, second vice-president; J. M. Ferry, secretary; D. H. Lodge, treasurer.

It turns out that Ellegaard, the Danish racing man, is not coming to this country after all. He decided almost at the last minute to remain in Europe.

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SIX DAYS' EXTRAORDINARY

**Long Grind in the Garden Attracts Record
Breaking Crowds—Seven Teams Tied in
First Place—Foreigners not Factors.**

Former Champion Pugilist James J. Corbett, who always has used the bicycle extensively when training, fired a blank cartridge shot in Madison Square Garden at four minutes past midnight last Monday morning, and then the eleventh annual six day race was on.

In the Garden was a scene calculated to impress upon any one the fact that cycle racing, especially of this variety, is of even

proper methods, location and style of contests can be hit upon.

Eighteen teams were entered for the race this year, and only one withdrew when the starting time arrived. This was the pair of Adam Beyerman and A. W. McDonald. Beyerman concluded that he and his mate had too little chance of finishing in the prize money to make it worth while starting.

Four of the seventeen teams that started were composed of foreigners, all the others being Americans either by birth or adoption. The full list of starting teams, the foreigners named first, are as follows:

Gougoltz and Simar, Rettich and Beaugendre, Contenet and Breton, Samson and Vanderstuyft, Leander and Butler, Floyd Krebs and Peterson, Newkirk and Jacobson, John and Menus Bedell, Franz Krebs and Barclay, Root and Dorlon, Galvin and Bardgett, Keegan and Turville, Bowler and Fisher, Dove and Hedspeth, Walthour and Munroe, Kramer and Fenn and Moran and McLean.

The riders who started the long grind for their teams were Simar, Rettich, Contenet, Vanderstuyft, Butler, Floyd Krebs, Jacobson, John Bedell, Franz Krebs, Root, Bedell, Keegan, Fisher, Hedspeth, Walthour, Kramer and McLean.

Champion Frank Kramer, who, with his partner, Fenn, started in the race to ride only six hours, scored the first mile in 2:23 2-5.

The excitement, the smoke, the din and picturesque confusion at the start were similar to those of former years, only greater. Before the race began there was a band concert, and the vendors on the main floor and in the basement had begun to cry their wares. At about 11:30 p. m. a company of one hundred members of the Century Road Club of America started on a parade about the track, with half a dozen flags flying. The first gallery boxes at the Fourth avenue end were filled with Century Road Club Association members, and the amenities between the two factions were of lively character. "Traitors to the flag!" yelled the association men. "You're a free lunch crowd!" called back the Americans. A little later, after a couple of Americas had been hustled out of the enclosure for the press, an association man yelled: "You were put out of Bedford Rest and you'll be put out of the Garden!" These pleasantries, indicative of the friendliness between the factions, highly delighted the outside crowd.

As usual, the Garden during the six day race has been a sort of lee shore, on which all the flotsam of the bygone days of cycling drifted. Albert Schock, "Pete" Golden, "Jack" Prince, "Con" Baker, Tom Eck, Frank Albert, Charley Murphy, Arthur Zimmerman, Eddie Bald and a score of others known to fame years ago were among the visitors, some of them being regular attendants. The training quarters were, of course, filled with racing men of the "has been" variety, as well as most of those who are still active but were not in the race.

The riders were provided for about the same as ever so far as the rooms used were concerned, but in some respects there was more deference to comfort, and even luxury, than formerly. The idea of Spartan treatment for such events has been discarded.

The track on which the men are riding is a great girdle of yellow pine laid in an oval 176 yards in circumference and twenty feet wide on its face. In contour it resembles an oval meat platter that has been badly warped in baking. It looks just the same as the track of last year, but there are a few important differences in its details. To the eye the slope of the track at the two ends of the Garden have the same sheer look that suggests the impossibility of a rider staying on it. The banking at the ends is not so



OLIVER DORLAN,

Who Was Compelled by Physicians to Abandon Contest on the Fourth Day.

greater fascination than ever before. The big amphitheatre never before was thronged as it was that night. The attendance broke all records even for six day races, and the enthusiasm was of boisterous stripe.

It was aptly remarked again then, as it had been at the preliminary race meet in the Garden on Saturday night, that it seemed as if all New York had been just starving for this sort of sport. Not only on the opening night were attendance records broken, but the jam continued throughout the week. On Sunday night, according to the management, 19,840 admission tickets were collected at the gates. On Wednesday at noon the attendance had been twenty-five thousand greater than during the same period last year. It is noteworthy also that the bulk of the crowd were persons thoroughly conversant with the game, showing what a field there is to draw from for cycle races in summer time, if only the exactly



E. F. ROOT,

Dorlan's Team Mate, Who Was Forced Out by the Other's Injuries.

high, however, as it was last year, and the turns are easier to make. In the straights the banking is 17 degrees, and at the ends it is 43 degrees. In the straight the outer edge is 4½ feet higher than the inner edge and in the turns it is 14 feet higher. This is two degrees less banking at the ends than formerly.

In the approaches to the ends the grading has been done so that the rise is now 13 inches in 4 feet, instead of 11 inches, as formerly. This increase in the grade of the turn has the twofold effect of carrying the riders out of the straights into the turns more rapidly and imperceptibly to them, and of throwing them in toward the pole as they leave the turns. The black line of the pole extends all about the track, 18 inches from where the inner edge rests upon the floor, and the distance from the pole is marked off in plain figures every ten yards.

A notable fact in relation to the track this

year is that it is a little too big. It is supposed to be just ten laps to the mile, or 176 yards, but when it was surveyed on Saturday it was found to be 176 yards 4 inches around on the pole. This makes it forty inches large to the mile, and when the score of the race was 1,584 miles the men had ridden actually 1,585 miles.

Kramer and Fenn were in the race to make the pace fast so that the records would be broken. The plan was only partially successful, for the other riders understood it and often refused to follow their sprint. The first couple of hours the pace was a lively one, and several falls occurred, Newkirk, of the Century Road Club Association team, with No. 13 on his back, being the



PETIT BRETON,
Eortenet's Slender and Plucky Little Partner.

first to go down. At the end of the third hour the riders, with Kramer leading, were just one mile ahead of the record of 72 miles 8 laps, made by Elkes and McFarland in 1900. That was the only time during the race when the record was lowered.

The first day of the race was, however, notable for being one of the most racking and disastrous ever known. Although the records were not broken the sprints were frequent and fierce. The average pace fell below because the men rode much slower than usual between sprints. The fortunes of the day were such that at the beginning of the second day only fourteen teams were left in the race. Kramer and Fenn retired according to schedule after six hours of riding. Just before they quit, the first serious accident occurred. Bowler and McLean fell, and the latter had his cheek bone broken and his head severely banged. His partner, Moran, rode alone for three hours and then stopped temporarily. At noon, after twelve hours of the gruelling grind Turville was all

used up and Keegan patched up a team with Moran. In the evening Gougoltz's partner, Simar, who proved to be a quitter both the previous times he came here to race, again showed his yellow streak by withdrawing. Beaugendre, the partner of Rettich, also had enough of it, and it was arranged for Gougoltz and Rettich to pair up, Gougoltz meantime getting the four hours rest allowed by the rules. Root and Leander gained a lap the first day, but Bowler made pace illegitimately, and it was not allowed. At the end of the first twenty-four hours the men were twenty miles and eight laps behind the record.

The second day saw one further reduction in the number of teams. The riders were suffering from the falls and frequent sprints of the first day, and the pace was slower and the day comparatively dull until 9:30 at night, when Galvin fell unconscious on the track. His stomach had been upset since the start, and all he had eaten in two days were two eggs. He returned to the track at 11:30, but was very weak, and during a sprint at 11:45 he wobbled and caused the most sensational spill of the race. Galvin, Samson, Barclay, Menus Bedell and Rettich fell. Rettich got up right away and went on. Galvin and Bedell rolled to the foot of the track, the former unconscious and the latter severely bruised. Barclay and Samson sailed through the air into different arena boxes, landing among men and women spectators, Barclay's wheel making the dive with him. Samson was severely shaken up, but Barclay sustained a broken rib. Fifteen minutes after the spill, just a few minutes before the midnight score was taken, it was announced that Galvin was completely knocked out and that his team was out of the race. That left thirteen teams in the race at the end of the second day. Barclay rode several hours with his broken rib, but between 5 and 6 o'clock in the morning was obliged to give it up. This made the first change of the third day and reduced the field to twelve teams. Rettich decided to quit at the same time that Barclay did, and Franz Krebs, who had been Barclay's partner, then mated with Gougoltz, this making the latter's third partner.

Wednesday, like Tuesday, the pace was slow and the race uninspiring. Keegan and Moran, who forfeited a lap when they formed a team, were the only pair to lend life to the grind. They made frequent short lived and ineffectual attempts to regain that lap and catch up with the leaders.

In spite of the dullness of the race and the comparative lack of excitement, the public continued to pack the big amphitheatre with record-breaking crowds. Madison Square Garden never before had so many persons in it during one week as it has had this week. At 9 o'clock every night every seat in the house was taken, and thousands filled all the available standing room. The management announced that at noon on Tuesday 25,000 more persons had visited the race than during the same period last

year. This ratio continued, and made it the most remarkable attendance at a bicycle race ever known. The smoke hung in a thick cloud over the great arena. Dust was thick in the air. A thousand assorted bad smells assailed the nostrils. The fakirs and vendors by the score yelled raucously. The man with a mechanical whistle in his mouth kept preventing calm thought. The band beat out the "Marsellaise" about every half hour, but aside from that was merciful. It did not play "Hiawatha." It was worth while making one trip to the Garden just to see the crowd, but those who went were there to see the race. They sat hour after hour, staring at the undulating yellow pine rim of the saucer with



ARTHUR VANDERSTUYFT,
Of the Belgian Team, Who Is Still Sticking to It.

the flat bottom of dirty old boards and the men circling slowly about on the rim, every one waiting for something to happen to make excitement.

On the fourth day the dullness improved very slightly. A great sprint occurred in the early evening through first Floyd Krebs and next Moran trying to gain a lap. Leander, the man with the phenomenal vitality, pulled the other riders after the run-aways and saved the day. Dove and Heds-peth, Samson and Vanderstuyft and Franz Krebs lost laps, as they had been doing in almost every sprint. Gougoltz gained great popularity through his showing of gameness. When he took on Franz Krebs for mate the team was so far behind that it had no possible chance for prize money, but he declared he would continue riding to the finish, because he came here to ride for six days. Contenet and Breton also won admirers. Breton showed the fine speed that distinguished him last year, and he showed gameness also, for from Monday on he was suffer-

ing with sprained wrists and a lame leg, as a result of falls on Monday. This was the first year that a foreign team ever was even with the leaders on the fourth day of the race.

On Thursday the field was reduced from twelve teams to eleven. Dorlon hurt a leg in a fall on Monday and after that rode one sided in order to favor it. In consequence he strained the muscles in his groin and was suffering so from saddle injury that half an hour before midnight Thursday his physician ordered him to quit.

The fifth day began with eleven teams left and seven of them tied for first place. Leander, who with Nat Butler had been a favorite with the general public since the start, was suffering from a cold in the head and tonsillitis. Walthour, the second choice with the public, was looking better and riding better than on the first day, but his partner, Munroe, was not keeping up in the sprints and plainly was weary. Fisher and Bowler, who with Walthour and Munroe were the choice of most of the racing men, were riding stronger and finer than any pair on the track. John Bedell was showing splendid form, but Menus was weary. Floyd Krebs and Peterson were both strong, and Krebs was sprinting splendidly. Newkirk and Jacobson were both strong, and among the seven leading teams there was reason for every one to find supporters, excepting the Frenchmen, Contenet and Breton, who were not reckoned to have a chance of winning.

A summary of the race up to the last day follows:

	Tied for	No. Riding	Lead.
Monday (morning).....	17 teams	all	
Monday (midnight).....	14 teams	9	
Tuesday (midnight).....	13 teams	8	
Wednesday (midnight).....	12 teams	8	
Thursday (midnight).....	11 teams	7	
Friday (midnight).....	11 teams	7	

The score at the end of each twelve hours, the team leading the field at the time, and the records for those hours and the holders of them are as follows:

Hour.	Leaders.	Miles.	Laps.
12	Contenet and Breton.....	264	9
24	Fisher and Bowler.....	489	3
36	J. Bedell and M. Bedell....	681	3
48	Elkes and McFarland, 1900.	966	3
60	Contenet and Breton.....	1,074	2
72	Leander and Butler.....	1,306	3
96	Contenet and Breton.....	1,633	2
108	Leander and Butler.....	1,815	1
120	Newkirk and Jacobson.....	1,992	0
Hours.	Record holders.	Miles.	Laps.
12	Elkes and McFarland, 1900.	267	2
24	Elkes and McFarland, 1900.	510	1
36	Elkes and McFarland, 1900.	734	2
48	Elkes and McFarland, 1900.	966	3
60	Miller and Waller, 1899....	1,184	7
72	Miller and Waller, 1899....	1,416	8
84	Miller and Waller, 1899....	1,637	9
96	Miller and Waller, 1899....	1,865	2
108	Miller and Waller, 1899....	3,086	9

Short Races in the Garden.

As usual, the annual six day race was ushered in with a night of short distance racing on the Saturday night preceding. Madison Square Garden was nearly filled with an appreciative crowd, which gave oral demonstration of its approval of winter indoor racing.

The featured events were a motor paced race at fifteen miles between Michael and Leander, and a ten-mile "pro." scratch race. In addition, a combination amateur handicap race was run, mile heats, with a five mile final.

Michael made his first appearance in a race since his bad fall last summer, and met with a decisive defeat. He was no match for Leander, who went to the front almost immediately and gained laps almost at will. Both men were perfectly paced, the motors going through without a skip. Kramer had no trouble in annexing the ten mile race, a close finish ensuing for the other places, with Bardgett, Root and Fisher securing them. Most of the foreigners started, but made a poor showing. Dorlan also had an easy time in the amateur race, his only dan-

MORGAN & WRIGHT TIRES

ARE GOOD TIRES

ONLY WAY TO CURE
SOME LEAKY TIRES IS
TO PUT INNER TUBES IN
THEM, THUS MAKING
THEM DOUBLE-TUBE TIRES

MORGAN & WRIGHT

CHICAGO

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gerous competitor, Quille, falling. The summary follows:

International ten-mile race (open)—Won by Krank Kramer, East Orange, N. J.; Walter Bardgett, Buffalo, second; E. F. Root, New York, third; John Fisher, Chicago, fourth. Time, 22:54.

Five-mile amateur race—Won by Oliver Dorlon, National A. C.; O. E. Schwab, second; H. L. Lind, Century Road Club, of America, third; Charles Frank, Newark, fourth. Time, 11:26 2-5.

Fifteen-mile motor paced match between "Jimmy" Michael and George Leander—Won by Leander. Time, 27:02 3-5.

The sprint racing began on Thursday night. Fenn and Schrieber and Bardgett and Galvin riding match races, while Kramer, Michael and Margaret Gast gave exhibitions. Fenn defeated Schrieber in an unlimited pursuit race, catching him in one mile and one lap. Time, 2:12 3-5. Bardgett defeated Galvin in straight heats at one half and one mile.

Americans in the Austral.

Australia's premier race meet, the Austral, will be brought to a conclusion at Melbourne to-day. It is spread over three Sat-

urdays, November 28 and December 5 and 12. Its principal event is the Austral race, from which the meeting takes its name. This is a handicap at two miles, and has been contested for by some of the most famous racing men in the world. Until the inauguration last year of the Sidney Thousand—at which £1,000, or \$5,000, was awarded in prizes—the Austral was the richest cycle race ran regularly in the world. It pays \$2,250 to the winner, \$375 to the second man, and \$125 to the third.

In the handicaps for this year's event four men have been placed on scratch. They include two Americans, McFarland and Lawson, who are placed at the head of the list. Bracketed with them are D. J. Walker and G. R. Morgan, while Hardy Dowing is one of the four men placed next to them, viz., at 20 yards. "Plugger Bill" Martin is placed in the next group, on the 30 yards mark. The starts allotted trail in a long line up to 350 yards, which is the limit. In all 156 men were awarded starts, while 12 more were held up awaiting compliance with the rules.

Dr. Gibson's 5700 Miles.

Up to Dec. 17 Dr. George B. Gibson, of Westboro, Mass., the treasurer of the Federation of American Motorcyclists, had ridden 5,700 miles on his Indian motor bicycle, which, so far as known, is the best authenticated mileage record for that class of machine. Practically every mile of the distance was ridden on the common roads, and but once was the enthusiastic doctor so troubled that he could not make his own repairs; on that occasion the piston of his motor broke. Dr. Gibson has used his machine practically and as a substitute for trolley and railroad trains. He has made business trips to Boston repeatedly and to many other points less frequently, and it will be recalled, rode to New York and back to Westboro on the occasion of the organization of the F. A. M.

Pike Wins two Army Races.

A new regimental record for the one-mile couriers' bicycle race was made during the games of the 7th Regiment at the armory, Sixty-seventh street and Park avenue, New York City, on December 5. W. R. Pike, of Company A, starting at 150 yards, won in 2:55 2-5. The other bicycle event was a two-mile handicap. The summary:

Couriers' race, one-mile handicap—Won by W. R. Pike, Company A (150 yards); C. Sanford, Company D (20 yards), second; R. K. MacLea, Company G (scratch), third. Time, 2:55 2-5.

Two-mile handicap—Won by W. R. Pike, Company A (260 yards); R. K. MacLea, Company G (scratch), second; C. H. Covell, Company F (150 yards), third. Time, 5:56 4-5.

A six-day race, 12 hours per day, is talked of for the opening of the new Atlanta, Ga., coliseum. It will not take place until March, however.

An Ounce of Fact is Worth Tons of Theory.

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MOTORCYCLES THE FEATURE

Without Them British Shows Would Have Been Tame—Pedal Machines Unchanged.

"What would the shows have been without the motor cycles?" is the question asked by one British journal, and its contemporaries re-echo the question. The motor-driven machines dominated both the shows, and the National in particular would have been a sorry affair without them. The absence of any other features out of the ordinary only served to bring into greater prominence the remarkable showing of the motorcycles—remarkable for their advanced designs and excellent construction, no less than for their great number.

True to their reputation of being always the barometer of the British trade, the two shows reflected the present satisfactory conditions which prevail in the United Kingdom, in spite of the more than ordinarily wet season just ended. It is true that the National show was hardly more than a shadow of its former self; but that was the result of withdrawals and other causes with which the prosperity or otherwise of the trade had nothing to do. Furthermore, it was quite made up for by the huge success of its rival, the Stanley show. The latter had every space sold, and many would-be exhibitors could not be accommodated. Accounts agree, too, that the attendance was everything that could be desired; being, in fact, quite equal to that of the "boom" shows which were thought to have set an unreachable mark. In another respect, too, the Stanley show eclipsed the National. The pedal driven cycle held its own infinitely better than it did at the National. There motor vehicles—cars and cycles—fairly divided honors with the "push cycles."

For years it has been prophesied that finality had been reached in the manufacture of the bicycle, only to have the event prove the erroneousness of the prophecy. "Wolf" has been cried once too often, however, for this year finality appears to have been reached without anyone having foreseen it. There is a nearer approach to sameness than has taken place in the quarter of a century existence of the shows. Nothing stands out sharply. A common level has been reached, and it embraces practically all the machines shown.

To proceed to concrete examples, "talking points," as they are termed here, have, in a measure, fallen by the wayside. Variable gears are a conspicuous instance of this. A year ago they were one of the features of the shows. The undoubted progress they have made since then led to the belief that they would almost divide honors with motorcycles. But they were pushed half heartedly and failed to make any distinct hit. The movement toward lighter machines has been checked. No especial prominence was

given to them, except on a few stands where featherweights were placarded or hung from scales. Prices have sagged perceptibly, both as regards the highest and lowest grades. Finally, the "refining process" gives plain sign of approaching the end.

The subject of prices is one of the most important as well as interesting of those touched upon. It is true that there were such examples as machines listing at £25, £23 and £22, which were, of course, top-notch figures. But they were both exceptions and exceptional. Nearly every maker has scaled down his prices, especially on the higher grades. So much is this the case that it is admitted that 1903 will go down into history as the year which marked the decline and fall of the best machines. Up to now the older riders bought the best, regardless of price; now they seem to have reached one of two conclusions, i. e., that the best was too high priced, or that the medium grades are good enough.

The present shows, too, are marked by the appearance of cheaper machines than have yet been offered by reputable firms. The ten guinea—\$50—machine, is no longer the lowest standard price. A number of stands contained machines priced at eight guineas—\$40—and a few at even less than this.

While the variable gear machines were not pushed with the aggressiveness expected, scarcely a maker failed to show a machine fitted with one of the many standard devices of this kind. The principal ones were the Paradox six speed, the Sturmey-Archer three speed, the Hub and Fagan two-speed, and all of them show a marked advance over those of a year ago.

Cross frames are dragging out a lingering existence, finding places on only a few stands. Spring frames were little if any better off.

The "free wheel" is, of course, almost omnipresent, being even fitted this year to juveniles.

The only change in frame lines worth noting is a slight lengthening of the head tube. Tandems are passe, being outnumbered by the despised tricycle. There was nothing new in tires, the Dunlop cover with the name moulded on the tread being the most striking. One French bicycle, the Terrot, made up the sum total of foreign-marked machines. For the first time in many years no American machines were exhibited.

Turning to the motorcycle exhibits, the great strides made within a year, of which there have been many indications, are fully revealed.

Not only are these machines in greatly increased variety, but the advance made in their design and construction has been truly remarkable. There is nothing of a freak character, practical utility having been studied before all else. The leading feature is the adoption of the vertical engine placed low down in front of the crank bracket. This position is almost universal, the exceptions being so scarce as to prove the

rule. Among detail features which have received very general adoption nothing is more noticeable than the mechanically operated inlet valve which, introduced a twelvemonth ago has now been adopted by many of the makers. A point which has received very general adoption is the provision of two separate pairs of accumulators arranged to be wired up to a two-way switch, so that either accumulator can be used, and the other kept in reserve. This is an item adopted from motor car practice; and in other respects the experience gained upon motor cars has been impressed into the service of motorcycles to good effect, such, for example, as the use of the wipe contact-breaker and the trembler coil, both of which are very numerous adopted, and the arrangement of friction clutches, whereby the engine can be freed from the transmission; some of these clutches are arranged to be started by a hand lever like a car, and the machines to which some of them are fitted have governing arrangements—usually taking the form of exhaust valve regulators—to prevent the engines racing when freed. The magneto system of ignition has made some headway, perhaps a dozen different makers having adopted it.

Pedalless bicycles can be counted on the fingers of one hand, it being generally recognized that even when a powerful engine is fitted with a friction clutch the pedals will be sure to come in useful at one time or another for assisting the engine. The V pattern of belt is most favored, the twisted round belt having almost disappeared. Three different methods of combining the flexibility of the belt drive with the positive action of the chain and sprocket have been devised.

Handlebar control is very general, there being a distinct diminution in the number of levers, the exhaust valve lifter, is almost universal; both of these features being accomplished in the majority of cases by the aid of the Bowden wire. The surface carburetter has almost disappeared in favor of the float-feed spray type.

Only three spring frame machines were shown, and there were also a few spring forks and handle bars. Girder or triple front forks were fairly numerous. About a dozen machines, most of them, however, being tricycles, have two cylinder engines, and a similar number of bicycles have water cooled cylinder heads. The sparking plug of the Terrot, the French machine, is arranged in a T-shaped tube, one end of the T being closed by a thick glass plug, so that the rider can not only see whether his ignition is in good order, but can judge by the color of the flash whether the mixture is of the right quality. The left crank on the Werner bicycle is arranged so that when it is back-pedalled it will descend and hang at the lowest point, parallel to the other crank, so that the rider's knees can both be straight; when the pressure of the left foot is released a spring draws the crank up into position ready for pedalling.

Portland Trade Meets and Makes Merry.

Portland, Ore., Dec. 3.—Although it may not often be heard of, Portland's Association of Bicycle Dealers and Repairmen is still in being, and as was brought out at the second annual banquet on November 28, it has exercised no little influence for the good of the local trade during the past year.

The dinner was not only a jolly and enthusiastic occasion, but an encouraging one. Every one was in good humor, and if any trade bitterness exists it was not apparent. President Keenan and all of the other officers were cheered with a heartiness that reflected the good feeling that prevails.

Not only were the dealers all present, but each had one or more of their men in attendance. Four traveling men who were in the city were also among the guests, viz.: W. D. Wallace and Harry Keaths, of the Pope Manufacturing Company's Pacific branch; C. H. Minto, of the Hartford Rubber Works, and W. M. Phelps, of the Brunette Company, San Francisco.

President Keenan's speech was really a happy one. He pointed out how the welfare and prosperity of the local trade had been served by the association, and as the outlook was bright for another year he saw no reason why the association should not continue to flourish and increase in strength and maintain its object, viz.: uniform prices, trade harmony and highway betterment. His remarks, as stated, were enthusiastically received.

Practically every one present was called on and compelled to either make a speech or tell a story, and there were enough good ones told to prevent the smile from coming off.

In addition to those named, the following attended the dinner: C. F. Wright, vice-president; S. H. Brainard, secretary-treasurer; L. H. Stephansen, C. I. Scoffins, T. J. Wyatt, M. J. Lee, L. Plymale, O. B. Ballou, M. S. Goodman, S. S. Sigal, C. M. Richmond, M. Sanford, J. G. Hansell, William O. Reilly, O. H. McKee, R. D. Mason, R. R. Amos, J. M. Christophersen, O. S. Rydman, A. G. Rydman, G. H. Paul, N. H. Ward, Thomas O'Connell, H. W. Cooke, R. E. Blodgett, G. G. Lemley, J. Polier, J. T. Pulford, C. G. Hawkins, F. A. Robinson, J. H. Richardson, Adolph Woelm.

Pope's Pad Calendar Revived.

The Pope pad calendar, long one of the institutions of the trade, which was discontinued last year by the American Bicycle Company, has been revived by the Pope Manufacturing Company, and the 1904 edition is now being distributed. If anything, it is an improvement on its predecessors. The quotations on the slips for each day are fresh and varied, and embrace a wide range of thought. They represent the expressions of prominent personages in all of the higher walks of life—doctors, lawyers, artists, authors, preachers, poets, professors and statesmen. The expressions were all gathered during the present year expressly for the purpose, and are such as will attract attention and convey a beneficial impression.

"Patent Pirates" in Cuba.

The Drug Club, of this city, has called attention to a state of affairs in Cuba which has injured several of its members and which is not unlike that which only recently disturbed the cycle makers who are doing business in Japan. It appears that there is no law in Cuba to protect trademarks or patented articles, unless the patents or trademarks are registered on the island, nor is there any limitation as to who shall have the right to make such registry. Consequently any man has the privilege of registering any patent or trademark, provided he will pay a fee of \$75 to the insular government.

As a result a number of "patent pirates" have uncovered themselves and by trademarking some well known American names and titles have compelled their rightful owners to pay a price before relinquishing their claims. On occasion, they have even had goods entering Cuba seized and under threats of confiscation the American merchants have been compelled to disgorge considerable sums.

To obtain relief the Drug Club adopted resolutions which the national secretary will forward to the local clubs all over the country, calling upon them to urge their Senators and Representatives in Congress to obtain the adoption of a new treaty with Cuba which will afford relief and patent protection.

"The Motor, What It Is and How It Works." See "Motocycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York. ***

"Just What the Cycling Interests Need"

is the almost general opinion of the

CYCLE SHOW

to be held in connection with the Sportsmen's Show in

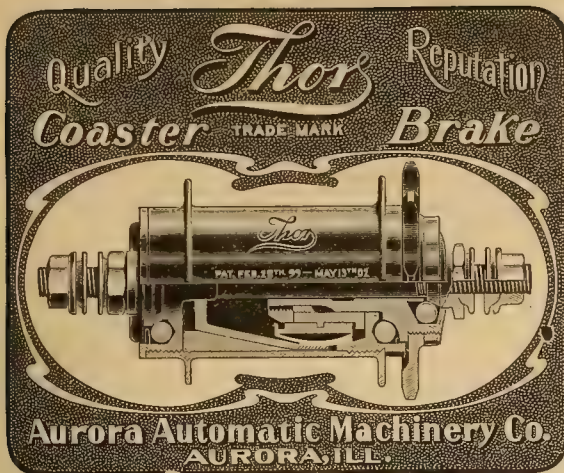
**Madison Square Garden, New York,
February 19th to March 5th, 1904.**

IF YOU HAVE ANYTHING WORTH SHOWING, SHOW IT.

As Space is Limited, it is necessarily a case of first come, first served.

FOR PARTICULARS, APPLY TO

J.A.H. DRESSEL, General Manager, 1123 Broadway, New York.



Thor Coaster Brake

will be a part of the equipment on many of the finest wheels manufactured and sold in 1904.

Do not allow yourself to be deceived. Insist on having

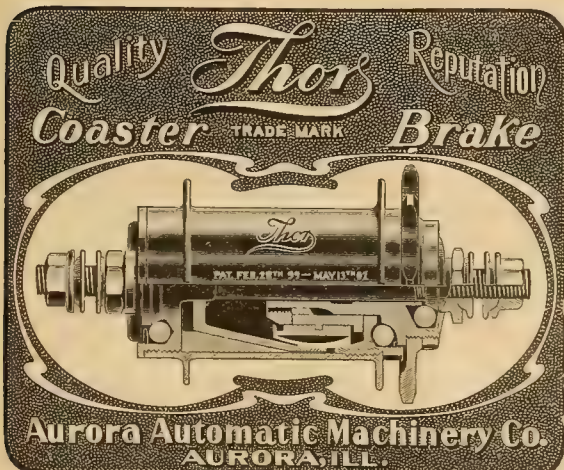
THE VERY BEST

It does not cost any more and insures satisfaction.

THOR COASTER BRAKES

are manufactured in

THE FINEST EQUIPPED
PLANT IN THE WORLD



To Test Bicycles for War Usage.

An interesting experiment designed to demonstrate the value of the cycle in time of war will be tried in France next spring. It is of prime importance that the arrangements for revictualling an army and the garrisons and populations of fortified towns should be regularly and quickly conducted; there must be no delay in transmitting orders to the various towns and villages whose duty it is to provide food for their defenders. The telegraph naturally suggests itself as the best means of transmitting such orders, but many towns and villages in France have no telegraphic communication, and moreover the transmission of many thousands of messages from the revictualling centre to the various points radiating from it would be impossible in a short space of time.

It is thought, therefore, that the bicycle may prove to be of great use in this respect. On May 29, 1904, an army of cyclists will start at 4 a. m. from ten central towns in Jura, carrying to the Mayors of the 584 parishes in that "departement" orders for the preparation and dispatch of convoys; each cyclist will have to get an acknowledgment of the order from the Mayor, and take it back to the place he started from; the double journey will average 80 kilometres (50 miles), and will have to be completed by 9 a. m.

At 9 o'clock the president of each of the ten centres will dispatch his body of cyclists to Lons-le-Saulnier, the capital town of Jura, in order to inform the head authority of the re-victualling committee of that particular "departement" that all the necessary operations have been completed. This second journey will average 56 kilometres (35 miles), and will have to be completed by 12 noon.

Thus a run of 136 kilometres (85 miles) over all sorts of roads, including the official business at each end, will have to be done in eight hours, an average rate of nearly eleven miles an hour—a good test of the cycle's reliability and of decided value to the army.

RIDE A

Cushion Frame

MODEL.

The Highest Grade

OF BICYCLE CONSTRUCTION AND THE MOST

Luxurious Bicycle Made

ALL DEALERS.

WHILE Postage Stamps

are selling at their present low prices, you will find in profitable to invest in the one that will assure your receiving our 1904 Catalogue. It will interest every man who rides a motorcycle and every man who ought to ride one.

The Story of The Indian



is an interesting one—one that has made motorcyclists and will continue to make them. Read it before you make your purchase.

THE GRIP CONTROL

by which the machine is started and stopped and its speed regulated without removing the hand from the grip is but one of the new features.

HENDEE MFG. CO.

SPRINGFIELD, MASS.

New York Auto Show,
Space 144.

Chicago Show,
Space 325.

Pacific Coast Representatives:

THE BRUNETTE CO.,
461 Mission St., San Francisco.

Development in Motorcycle Belts.

What is referred to as "One of the most promising advances in belt construction yet seen," is the V section belt marketed by an English concern which has condemned it to operate under the title of "Watawata." Asserting that in belts built up by section the inner layer is the one which is most likely to give way, not so much because of the stresses it has to undergo, but because of the unequal flexions and sharp bends on the engine shaft pulley. To equalize this that the Watawata was designed. It is made of three layers of waterproofed leather riveted together. The outer sections are continuous, but the inner one consists of short lengths, each held by a rivet, and separated by a gap from each other. The effect of this is to enable the inner section when rolling on the pulley to wrinkle out into the gaps, and so relieve the leather of the destroying tension caused by bands of equal length passing over a pulley at varying diameters. It is claimed to give increased efficiency, and this seems proved by the fact that, driving with an ordinary belt, an engine was tested to

equal a speed of 20 miles per hour, while with the Watawata the speed registered was 20.7 miles, the number of piston strokes being equal in each case.

Some Suggestions About Steel.

These suggestions come from an expert steel maker:

Don't forget to specify the purpose for which the steel ordered is to be used. You have no idea how much more likely you are to get just what you want by doing this.

Don't forget that the grain of a well hardened and broken piece of steel is much finer than that of the bar it was taken from. If the grain is as coarse or coarser than the original bar, it shows that the heat was too high to refine the steel in hardening.

Don't decide the quality of any bar of steel by the appearance of its grain. The coarseness or fineness depends more on the heat held when it left the hammer or rolls than on its quality.

Don't try to harden a bar of steel without first removing the scale from it. You will certainly be disappointed if you do, as the outside is likely to be soft enough to file easily.

Experiment With Aluminum Solder.

Another method of soldering aluminum has been discovered by a young Frenchman named Lafferrerie. The composition of his solder is, of course, kept a secret. Outwardly it looks like ordinary tin solder, but is far more resisting to the flame and requires a considerable time to melt it ready for use.

M. Lafferrerie successfully soldered several small and somewhat thin pieces of aluminum together, but he could not entirely succeed with a broken piece of aluminum framing brought him to mend. He was working under trying conditions, having only a small blow pipe for heating purposes and no proper adjusting instrument. He partially succeeded in mending the piece at the first attempt, but in a second had not completed the join before the metal itself became brittle and broke off under the intense heat. He offered to finish the job properly at his workshop, and said he had often soldered larger pieces. He produced specimens of his work, and it looked very satisfactory. Samples tested by the dynamometer withstood the strain admirably, the metal itself giving way but not the soldering.

THERE'S SOMETHING WRONG with the STORE

that does not stock

MOSSBERG Bells and Wrenches.

IS YOUR STORE ALL RIGHT? IF NOT, OUR
CATALOGUE AND QUOTATIONS WILL HELP YOU.

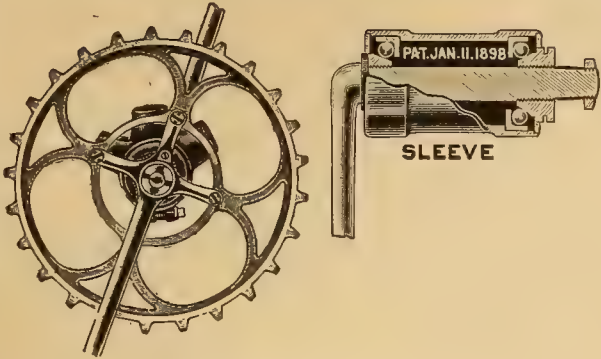
FRANK MOSSBERG COMPANY, Attleboro, Mass.



**INTERNATIONAL TIRES
MAKE THE ROUGHEST ROAD
A BOULEVARD**

**INTERNATIONAL
A.&V. TIRE COMPANY,
MILLTOWN, N. J.**





"D. & J." HANGERS

have stood a market test of 7 years, and they are considered the
STANDARD HANGERS for HIGH-GRADE WHEELS.

Our business has gradually increased, due to the actual merit of our Hangers, while over 95 per cent. of our competitors "have retired."

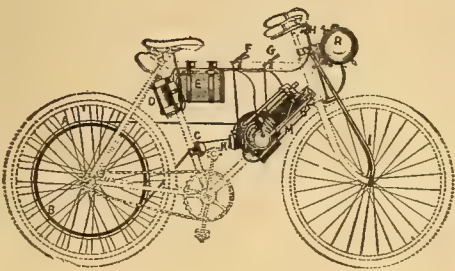
"D. & J." HANGERS cost but a little more than "one piece" or other inferior Hangers, and they add very much to the actual value and selling qualities of a wheel.

Any manufacturer can supply wheels equipped with "D. & J." HANGERS. If he should object, advise us, and we will refer you to others who will appreciate your business.

The Hanger is the heart of the wheel and the Bearings the essential part of the Hanger. "D. & J." HANGERS are mechanically correct, all bearings being within a Sleeve and independent of the frame. (See cut.) This every mechanic will appreciate at a glance, and a thorough trial will convince any Manufacturer, Agent or Rider.

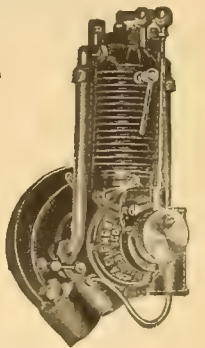
**"D. & J." Hangers mean Satisfied Customers,
Satisfied Customers bring Repeat Orders.
Repeat Orders will Build up your Business.**

PARK CITY MFG. CO., = = Chicago, Ill.



Any Bicycle

Can be Made a Motor
Bicycle by Using the



CLEMENT MOTOR OUTFIT

It is a source of certain profit for any wide-awake dealer.

HAVE YOU

Ever taken the trouble to Investigate
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A. CLEMENT, 350 Sheldon St., Hartford, Conn.

WANTS AND FOR SALE.

15 cents per line of seven words, cash with order.

WANTED—Reliable and experienced bicycle salesman for new England states. Address, giving experience and salary expected, P. O. Box 838, Reading, Pa.

WANTED—Second hand Clement Motor Cycle outfits, and Motor Cycles. Give description and price. HARRY R. GEER, 1017 Pine St., St. Louis, Mo.

ALL ROADS ARE EASY WHEN THE

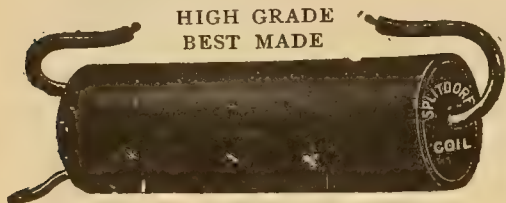


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If you are users of ball bearings we would be pleased to hear from you and mail you our catalog with the latest information which we know would be profitable and interesting to you.

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SPLITDORF SPARK COILS.HIGH GRADE
BEST MADE

C. F. SPLITDORF, 17-27 Vandewater St., New York.

Special Stampings
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SHEET METAL

THE CROSBY CO., - Buffalo, N. Y.

JOHN S. LENG'S SON & CO.

4 Fletcher Street, NEW YORK,

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permit us to post you. It will be apt
to prove profitable.

LIBERTY BELL CO., Bristol, Conn.

HIGH GRADEwheels must have the
best equipments.There is nothing that gives more value for
the money than the use of the**MORSE TWIN
ROLLER CHAIN**NOISELESS IN MUD, WATER OR
DUST AND ALWAYS EASY RUNNING.

The only chain having Frictionless
Rocker Joints. Insist on having the
Morse Twin Roller. Fits regular
sprockets.

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25c.

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BARGAINS FOR BICYCLE DEALERSIN
**TIRES, COASTER BRAKES,
GAS LAMPS, Etc.**

Write to-day for complete Catalogue.

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DON'T BUY TIRES

until you have had our proposition on

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They are the very best value today. Write us about them.

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Jobbers of Cycle Supplies, Rochester, N. Y.

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THE KELSEY CO.,

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SPROCKETS.

We supply nearly all
the best trade.

PARISH & BINGHAM CO.
CLEVELAND, OHIO.

The Week's Patent.

745,524. Driving and brake mechanism for cycles. Albert F. Rockwell, Bristol, Conn. Filed July 9, 1902. Serial No. 114,860. (No model.)

Claim.—1. In combination, a brake member comprising a plurality of open spring-rings having separated ends arranged with the opening in one ring spanned by the closed portion of an adjacent ring, means for moving the ends of each ring with relation to each other, whereby to operate said brake member, and a brake-drum, substantially as described.

745,525. Lubricating device for vehicle hubs. Albert F. Rockwell, Bristol, Conn. Filed Oct. 6, 1902. Serial No. 126,259. (No model.)

Claim.—1. The combination of a hub having a friction surface, a brake co-operating therewith and an axle having a lubricant-conduit, said conduit being provided with an outlet adjacent the brake mechanism, substantially as described.

745,632. Two-speed gear for velocipedes, motorcycles, etc. Louis Lecarme, Paris, France. Filed Jan. 20, 1903. Serial No. 139,824. (No model.)

Claim.—1. In a two-speed gear for velocipedes, motorcycles and the like, the combination of the crank, planet wheels, an external gear meshing with such planet wheel and fixed rigidly to the crank, an internal gear also meshing with such planet wheels, a clutch with which such internal gear connects and which prevents it turning backward and a clutch arrangement adapted to be operated to render the planet wheels fixed with or independent of the crank, substantially as set forth.

745,672. Coaster brake. Albert F. Rockwell, Bristol, Conn. Filed Dec. 13, 1900. Serial No. 39,700. (No model.)

Claim.—1. The combination with a wheel-hub and brake mechanism of a driver, a flaring clutch sleeve interposed between complementary clutch faces on the hub and brake mechanism and an operative connection between said clutch sleeve and driver, substantially as described.

DESIGN PATENT.

36,657. Cyclometer casing. Jesse Alexander, Brooklyn, N. Y. Filed Oct. 17, 1903. Serial No. 177,496. Term of patent fourteen years.

Claim.—The ornamental design for a cyclometer casing, as herein shown.

Hardening Small Articles.

The most difficult pieces of steel to harden are long and slender rods and thin disk-like articles, in which there is little body of metal, but a large surface exposed to the cooling effects of the water. Either of these shapes, in the absence of special methods in hardening, would be more or less distorted, even if they did not crack. If made from tool steel, or any fairly high carbon steel for hardening by quenching, such pieces might be relied on to crack more often than not if heated sufficiently to give the requisite degree of hardness; hence, for slender or light work to be finished to size and hardened afterward it is necessary to employ low carbon steel and finish by case hardening, through special care will still be required to prevent warping.

The Bicycling World

AND MOTORCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVIII.

New York, U. S. A., Saturday, December 19, 1903.

No. 12

SOUTH AFRICA'S TARIFF

Fixes Preferential Duties for England and Oddly Affects Cycles and Motorcycles.

A new tariff, preferential as to Great Britain, is about to become effective in the greater part of South Africa, applying to all imports into that country.

A convention has been entered into and approved of by representatives of the Colony of the Cape of Good Hope, the Colony of Natal, the Orange River Colony, the Colony of the Transvaal, the territory of Southern Rhodesia, His Majesty's Government of Basutoland and His Majesty's Government of the Bechuanaland Protectorate. In Class 2 of mixed advalorem rates are placed bicycles, tricycles, velocipedes and parts thereof, which are to pay a duty of 12½ per cent. Motor vehicles, including their parts, and motorcycles, only pay an advalorem of 5 per cent. The anomaly is therefore presented of an ordinary cycle paying a duty of more than twice as much as a motorcycle.

In Article III of the convention is a clause which states that a rebate of customs duties on bicycles, tricycles, motors, motorcycles and parts thereof shall be allowed at the rate of 25 per cent, provided that the manufactured articles and goods in respect of which such rebate as aforesaid shall be granted shall be bona fide the manufactures of the United Kingdom, and that, in the event of any question arising as to whether any articles or goods are entitled to any such rebate as aforesaid, the decision of the minister or other executive officer in whom the control of the Customs Department immediately concerned is vested shall be final.

Pope Now Formally Proprietor.

The Pope Mfg. Co. last week entered into formal possession of the Hartford and Hagerstown factories. Deeds transferring the respective factories from the American Cycle Mfg. Co. to the Pope Mfg. Co. were filed for record in the Hartford and Hagerstown courthouses.

Parker Resigns Treasurership.

Due to the decision of C. B. Barker & Co., this city, to discontinue its jobbing department and to the fact that after the 31st inst. he will be identified with manufacturing interests, Harris Parker, Barker's manager, has tendered his resignation as treasurer and as a director of the National Cycle Trade Association, to take effect on that date. Parker has been one of the most active and earnest workers in the organization, and the fact is so well known that President Leng has suggested to the executive committee that a letter of thanks will be most appropriate and is well deserved.

Receiver Appointed for Buescher.

Lorenzo C. Bartley has been appointed receiver for the Buescher Manufacturing Company, of Elkhart, Ind. Application for the receiver was made by three Chicago firms, which allege that they hold claims amounting to about \$1,500 against the company. Mr. Bartley, some time ago, was named as manager of the company's affairs on its own assignment. The Buescher Company manufactured bells, toe clips and a great variety of other sundries but of recent years has not been a serious factor in the trade.

Sued for \$10,000; got \$150.

Decision in a suit at Waterbury, Conn., last week recalls a former dealer of that town. F. P. McAvoy made a deal with G. W. Cairns, of Boston, under the terms of which McAvoy was to trade his bicycle business in Waterbury for twelve building lots in Woburn, Mass., owned by Cairns. Afterward McAvoy repented of his bargain, said he was buncoed and brought a civil suit against Cairns to recover damages. The latter reconveyed the property and then sued McAvoy for slander, claiming \$10,000 damages. A jury has just awarded him \$150.

Will Probably Sell Marsh Assets.

There seems to be little doubt that the petition of Receiver H. E. Swift, of the Motor Cycle Mfg. Co., Brockton, Mass., to sell the assets at auction will be granted. There will be a hearing on the petition in Boston on December 21. The date of the sale will be December 29, if the petition is allowed.

DECISION IS SWEEPING

Court Leaves no Room for Doubt in the "Pinched-End" Inner Tube Case.

The language of the United States Court of Appeals for the Third District in deciding the case of Morgan & Wright vs. the Pennsylvania Rubber Company in favor of the defendants, thereby sustaining the judgment of the lower court, left nothing to the imagination. It placed the Pennsylvania "pinched-end" inner tube in a class apart as a tube "closed in a simple and reliable way," in no way infringing the M. & W. patent, No. 502,047, on which the suit was based.

The case was heard by Judges Acheson, Gray and Dallas, the latter of whom delivered the opinion, which, in substance, is as follows:

"The claims referred to are as follows:

3. An inflatable tire tube having transversely flattened closed end portions, substantially as described.

5. A hollow or pneumatic tire comprising an inflatable tube confined within a sheath and having closed transversely flattened end portions, substantially as described.

6. A hollow or pneumatic tire comprising an inflatable tube having flattened closed end portions and confined within a sheath, the flattened end portions of said tube being arranged to overlap the inflatable portion of the tube, substantially as described.

7. A hollow or pneumatic tire comprising a tubular sheath having a limited split or opening for the insertion and removal of an air tube, and an air tube having flattened end portions, and confined within the sheath and having the flattened end portions removably held between the sheath and the inflatable portions of the air tube, substantially as set forth.

8. A hollow or pneumatic tire comprising a tubular sheath having a limited opening for the insertion and removal of the air tube confined within the sheath and having flattened end portions, and a shield or layer arranged between the said opening and the inclosed air tube, substantially as described.

The court below found that the charge of infringement had not been sustained. Was that finding correct? This is the determinative question, and for its solution nothing is needful but that the subject matter and scope of the claims in controversy shall be distinctly defined and rightly determined;

(Continued on page 326.)

E. C. HODGES DEAD

Sudden End of Pioneer who Served Cycling Long and Well—His Proud Record.

One more of the "old guard" has answered the last call. Edward C. Hodges—the "Ned" Hodges, beloved of cycling pioneers—was

"Ned"—was of the number there exists no room for doubt. He first rode a bicycle in January, 1878. He joined the Boston Bicycle Club in May of that year—three months after its organization—and such was his personality that in the same year he was

Charles E. Pratt, the league's first president, died several years ago.

These dates and occurrences make plain that Hodges was a historic figure. He had the time and the means to play prominent and stressful parts, and he played them enthusiastically and well. But he was "never a patriot for revenue only," as was once truthfully written of him. He was a cyclist



found dead on the floor of his room in the Algonquin Club, Boston, on Tuesday morning last, 15th inst. It is surmised that he succumbed to an attack of heart disease. Had he lived until Christmas Eve he would have been forty-eight years of age. He was born in Roxbury, Mass., on December 24, 1855.

While the terms "pioneer" and "old guard" frequently have been strained, that "Ned" Hodges—rarely was he called other than

elected its captain. On January 3, 1883, he became its president, to which office he was repeatedly re-elected. He was its executive at the time of his death, having served continuously for practically twenty-one years. Mr. Hodges was also one of the organizers of the League of American Wheelmen. He was No. 2 on its membership roll. No. 1,

because he loved the bicycle, and had his reserve been less pronounced, and had there been more of the politician in his makeup—he was not a man of many words, and never sought the limelight's glare—he might easily have been the biggest man of the times. He never sought office; the office always sought him. As it was, in 1882 he was nominated for the presidency of the L. A. W., and sustained his first and only defeat. The meeting was held in Chicago, and W. H. Miller,

a Western man, obtained the honor. Mr. Hodges was Massachusetts's first L. A. W. delegate, and represented the State on many subsequent occasions.

It has been said of "Ned" Hodges that "his hand was always in his pocket" in the interests of cycling; and the statement is not much overdrawn. For years he was the financial sponsor—or one of them—of pretty much every cycling affair that occurred around Boston way. His ample purse was always open. How much and how freely he gave never will be known. It is safe to say, however, that no man connected with cycling ever gave more and received less—or expected less—than this same "Ned" Hodges. In its way, the *Bicycling World* itself is a monument to his prodigal open-handedness. When it was a weak and struggling infant and was draining the resources of its enthusiastic founder, "Papa" Weston, it was "Ned" Hodges who advanced money to assist it over bad places. In November, 1879, he practically became its owner. He put more money into it, engaged Charles E. Pratt as its editor and manager, and placed it on a solid foundation. Until 1900, when it became the property of its present publishers, Mr. Hodges remained its financial sponsor. Banking and brokerage was his business; the *Bicycling World* was merely his "hobby," but it saw little of him. He placed men of his cycling belief in control and left them there, free handed and unquestioned. When money was required he provided it. He provided it often. For practically nineteen years he "had his hand in his pocket" financing it. When the cycling boom arrived and the tide turned for a while, the paper was made the official organ of the L. A. W., the membership of which grew

beyond all anticipations. An expensive printing plant was established to cope with it, and money that probably would have been made leaked through that hole. Mr. Hodges played the part of "patron saint" nobly and uncomplainingly; but it cost him many thousands of dollars.

During the strenuous days of the Overman Wheel Company, Mr. Hodges invested capital in that company of which he was made vice-president. But he was not active in its affairs, and his money never earned him a dividend.

Mr. Hodges was a princely host, and in the old days his punch was famous. The last public occasion on which it was brewed was en route to the L. A. W. meeting at Louisville. Mr. Hodges journeyed to the Kentucky capital with the Eastern delegates, and all the way down they were practically his guests. His punch flowed like water and his negro servant who dispensed it thumbed the banjo when not otherwise engaged. Of late years it was only the Boston Club and its guests on the annual "Wheel about the Hub" that have met him personally. Until this year he was always of the party which never failed to include the Hodges shooting box at Ponkapoag in its pilgrimage and where the Hodges hospitality was ever prodigal. "Hodges oak," a monarchical tree of great age, which stands on the grounds, has long been one of the pilgrims' halting places. This year, the shooting box was open as usual and the punch was in evidence, but the master was missing. Kidney trouble had forced him to seek the mountains of New Hampshire for recuperation. He had become worn and haggard, and plainly was not the "Ned" Hodges of old.

Like so very many of the Bay State's pio-

neer wheelmen, the blue blood of New England coursed in Mr. Hodges's veins; he came of an old, proud family. He had both wealth and social standing, but was yet distinctly of this earth. Mr. Hodges took a keen interest in politics, and for years represented Roxbury in the Republican ward and city committees. In his political career, Mr. Hodges was a man of the strictest probity and honor. While always ready to serve his party, the only appointive office he ever held was that of a Boston park commissioner, to which he was appointed by Mayor Edwin U. Curtis in 1895. Mayor Curtis was a personal friend, and Mr. Hodges served on the commission as its chairman until August, 1897, when he resigned. While in office he was able to serve the cycling interests on several occasions, and was ever a friend at court.

He engaged in the banking business until the brokerage firm of E. C. Hodges & Co. was formed. Twice was his house caught on the wrong side of the market and forced to the wall. Once he recovered, and at the time of his death he was still struggling bravely to regain lost ground.

Mr. Hodges leaves a wife and stepson. His funeral occurred on Thursday, nearly all his old and intimate cycling associates attending, "Papa" Weston and Josiah S. Dean, among them. Among the many floral pieces was one from the staff of the *Bicycling World* and another from a number of his other friends and Boston Bicycle Club associates now residing in New York, among them George B. Woodward, the club's first president; Will R. Pitman, Charles R. Overman, C. W. Fourdrinier and M. M. Belding.

Recent Incorporation.

Hartford, Conn.—Barhoff Motor Cycle Company, under Connecticut laws. Incorporators: Fred W. Barhoff, Hartford, Conn.; Jesse W. Bigsby, Boston, Mass., and Philemon R. Day, West Hartford, Conn.

Washington, D. C.—The Manson Motor Bicycle Company, under District of Columbia laws, with \$2,000,000 capital. Incorporators: William S. Coffman, William E. Death (J. H. Vermilye, V. G. Thomas and Elphonzo Youngs.

The Retail Record.

Grafton, N. C.—J. D. Gaskins; fire.

Springfield, Mass.—Joseph Pelton; fire.

Bay City, Mich.—A. B. Gordon; sold out.

Bristol, Conn.—E. G. Bassett; new quarters.

Alexandria, Ind.—F. A. Frank; removed to No. 105 East Washington street.

Albert L. Pope, vice-president of the Pope Mfg. Co., left this week on a tour of inspection, which will take in the company's factories at Hagerstown, Md., and include a visit to Philadelphia and Washington.

Cole's Bookkeeper Goes Wrong.

Although the sale of 3-in-One during November and December was 50 per cent greater than at any time since it was placed on the market, Treasurer J. Noah H. Slee, of the G. W. Cole Company, is not wholly happy. The discovery of the peculations of a trusted bookkeeper, now under arrest, has required him to go over his accounts for two years past to learn the extent of the young man's embezzlement, which was carried out in ingenious fashion. He appears to have appropriated nearly all checks of about \$100 and under, properly crediting the accounts, but by forging Slee's signature he indorsed the checks to his own order and deposited them in his own name. It is thought that he thus made away with several thousands of dollars.

Excelsior in New Quarters.

The Excelsior Supply Company, Chicago, are this week taking possession of their new quarters at No. 233 Randolph street. There they will occupy three floors, affording 46,000 square feet of floor space.

Will Help Trade in Argentina.


According to the British Consul at Buenos Ayres, the principal obstacle to the development of the cycle trade in the Argentine Republic was the bad condition of the roads in general, wherever these might be considered to be any better than tracks. A law has now been submitted to the Argentine Congress for the improvement of the highways throughout the republic. A long list is given of new roads to be made in various provinces, and \$3,000,000 is to be apportioned to the work.

Dayton Dealers' Airship.

Wilbur and Orville Wright, whose successful experiment with an airship near Norfolk, Va., is one of the sensations of this week, are bicycle dealers in Dayton, Ohio. Their machine, which is an aeroplane, is driven by a gasoline motor, and was driven three miles against a twenty-one mile breeze by Wilbur Wright.

A benefit concert to Sargent, the inventor of "the chain as applied to cycles," has just taken place in Paris. It was a success, and will place Sargent, who is described as a poor old man, in comfort.



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NEW YORK, DECEMBER 19, 1903.

The Spirit of Christmastide.

The joyous bells ring everywhere
The greetings of the Christmastide,
And in their tuneful chime declare
Again life's brighter, warmer side.

Should fate have made your pathway bright,
How brighter now it sure must seem,
And all before you filled with light—
As earth were Eden—life a dream.

Or if the clouds have hid the sun
And filled your days with care and fret,
The day you welcome now is one
To make you happy and forget.

A Merry Christmas may it be,
Whate'er has been—whate'er befall,
And give to joy the mastery—
A Merry Christmas, one and all!

The Motorcycle Situation.

In very many respects the motor bicycle is at last in a fair way of receiving the intelligent treatment that is its due. For it is not to be gainsaid that the delightful little machine has labored under more and severer handicaps than any innovation with which the trade has had to deal.

Making its appearance when cycling was

on an ebb tide and when low price dominated all minds, and also when most of the trade was carried off its feet, or at least affected by the glamour of the seeming boom and huge profits in automobiles, it has had a hard row to hoe, so to speak. It was not given half the attention it deserved, and too many of those who willed to accord it proper recognition and treatment had not the means to "make good." They appeared possessed of the idea that motorcycles would sell themselves, and were weakest where they should have been strongest, i. e., in the sales departments, if indeed they had anything that might be by a stretch of courtesy dignified by that term.

The result was natural. They were not sufficiently rugged to withstand the rigors of the educational stage of the business. The one concern that did not divide its effort, that had no half faith in the machine, that had a motor bicycle that pleased the eye and performed as pleasingly, and that did not forget the importance of the sales department, made a reputation that is to be envied and that promises to earn for it at least a modest fortune during the coming year.

The season approaching will see more of the established manufacturers than ever before devoting attention to motorcycles, and if there is full faith exhibited their well trained selling departments cannot fail to make deeper the impression. Dealers are no longer scoffers. A year ago the men who contemptuously waved motorcycles aside are now ready to listen. Those who listened are now ready to purchase, and those who purchased and applied themselves to intelligent understanding and "nursing" of the machine and the business are positioned to reap the reward.

Sceptics remain, and will continue to remain, and the men, whether manufacturers or dealers, who treat the motor bicycle merely as a "sop" or side issue will reap barren harvests. But it is as plain as a pike staff, as the Motorcycle Magazine contends, that the bicycle that embodies every desirable invention—the safety idea, the pneumatic tire and the coaster brake, and also removes the only remaining objection to cycling, the labor of climbing hills and combating head winds and the heat of summer, cannot be denied unless the bicycle itself is to be denied. The safety bicycle was scoffed and derided and required all of eight years to thoroughly establish itself—a fact which it is well to recall and which applies to the motorcycle situation.

The motor bicycle is not perfect. It will attain perfection, as many minds are concentrated on it and concentrated believingly and earnestly. And it will begin to sell in increasingly profitable proportions only when the price reaches a popular figure and dealers are able to sell it on the instalment plan, and the quantity production that will render this possible will be attained only when real faith and energy are displayed in its furtherance and sale.

The atmosphere has cleared considerably during the current year, and we believe that the conditions as we have outlined them must be at least fairly apparent to all. The man or men who do not thoroughly believe in motor bicycles had better not touch them. They will injure not only themselves but the business.

"Ned" Hodges.

With the passing of Mr. Edward C. Hodges, there passed a man who but for native reserve might have been the heroic figure in cycling. Certainly he was one who will be held in grateful remembrance wherever appreciation exists. The cycling interests owe him a debt which was not possible of repayment.

It was within the province of certain of the pioneers to give freely of their energy; it was within the power of some of them to contribute freely of both wealth and energy. "Ned" Hodges was of the latter class. His interest was not that of a day, nor were his gifts. They extended over many years; they were given with an open hand and so unostentatious that none will ever know to whom or for what he did not contribute. When money was required, for whatever cause, "Ned" Hodges was ever ready and ever generous. He did not count costs nor reckon on returns. He had faith in his fellowmen and not less in himself. If his heart was soft his backbone was of steel. He never turned back. None ever heard him complain. He knew how to compress his lips and face adversity.

"Ned" Hodges never posed—never bubbled. He was always "Ned" Hodges. If his enthusiasm was of the quiet sort, it was not the less deep. If reserved, he did not lack cordiality. He was a princely host. If he found enjoyment in giving pleasure to others he himself enjoyed life. While alive, he lived.

In the very vanguard of those whose efforts made cycling more than a mere by word, he yet kept himself unobtrusive. The honors that came to him were unsought;

he could not escape them. Had ambition fired him or had he thrust himself in the glare of the footlights, he must have become the heroic figure of the times. But it was foreign to his nature. He played such useful, helpful parts, and so many of them, however, that he must ever rank as one of the earliest, best, most steadfast and most unselfish friends that the bicycle ever has possessed.

Mutual Understanding Now General.

For people whose interests are in many respects diametrically opposite, the makers and dealers get along pretty well together. There are no very burning questions at issue to cause constant friction, to set dealer against maker and to cause the efforts of both to increase sales to be nullified. There are some disturbing elements, mostly of a minor character, but, on the whole, concord prevails and the two classes of tradesmen work together.

It is undeniable that the great all around improvement which has taken place in machines has had much to do with this, as has the subordination of the subject of guarantees and the much more rational use which is accorded present day bicycles. As long as there was a constant recurrence of claims made under the guarantee, claims, many of them at least, based on alleged flaws or defects which existed chiefly in the claimant's imagination, there could not but be bickerings and heartburnings, followed by recriminations and loss of trade. The rider considered himself aggrieved if his expected redress was not forthcoming; the dealer tried to pass it up to the maker, and, if unsuccessful, considered himself ill used and was out of pocket. The maker, as the court of last resort, sometimes became restive under the strain and refused point blank to make good, while, if he chose the other horn of the dilemma and replaced without charge, he considered himself imposed upon or even defrauded of legitimately acquired profits.

The "hard pan" basis to which the business has come utterly precludes a continuance of the prodigality of the past. Did riders demand it, it must be refused. But, as a matter of fact, they do not. They have acquired wisdom. They know that at present prices all the "water" is out of bicycles, and are candid enough to admit that guarantees can no longer be loosely interpreted. A plain flaw or defect is one thing, a breakage resulting from a collision quite another;

one the maker stands for, the other falls to the lot of the unfortunate owner.

Another factor of importance is the much reduced liability to trouble. A good bicycle, fairly used, will last almost indefinitely, and breakages will be at most as scarce as hens' teeth. Both the maker and the dealer are relieved of the onerous burden of making bicycles stay sold, of making repairs and replacements from one season's end to the other. It is not to be wondered at, therefore, that the two are drawn more closely together than ever before, or that they pull together in a manner pleasing to behold.

The Six-Days Race.

The continued success of the six-days race is little short of marvellous. In the fact that fully one hundred thousand people were attracted to Madison Square Garden during the week, and that they could sit for hours watching the contestants, breaking into enthusiasm over efforts to steal a lap, there is little short of marvellous. In the fact that made evident a power of fascination of the event.

Concerning the "horrors" of such contests, as depicted by the representatives of sensational newspapers, it is only the plain truth to say that they exist only in exaggerations of reporters writing for people who don't know. The stories of haggard and demented riders which were told during the week had little basis in the facts of the contest. The men who were in the race from beginning to end were in as good condition after they had cleaned up and taken a little rest as if they had ridden only a century, and they betrayed nothing now of the worn and weary look than would be evident in any man after a single day of extra hard work. The dementia so frequently described in the sensational press was nothing more than the horseplay of some of the riders, who at times gave way to that boistrousness which in other men, college students, for instance, is regarded simply as exuberance of spirits.

The race has become a New York institution and is one of the things that go to make up life in the metropolis.

Some riders regard cold weather riding with keener pleasure than that indulged in at any other period of the year. A clear, cold morning, with the air fresh and pure and the sun shining brightly, is a combination just to one's liking. To enjoy it to the full, however, it is necessary to clothe one's self properly.

Stole Messenger Boys' Bicycles.

Thomas Anderson, a lad from Bridgeton, N. J., was held in \$600 bail for trial in the Central Station, Philadelphia, on December 10, on a charge of stealing bicycles. Fifteen special delivery messenger boys, all of whom have had bicycles stolen within the past few weeks, were present when Anderson was arraigned.

The special charge against Anderson was the theft of a bicycle from Rudolph Pruson, a postoffice employe. Pruson left his wheel at Tenth and Chestnut streets while he delivered a letter in an office building. Upon returning to the street he saw Anderson riding off on it. Pruson and several others gave chase, and Anderson was caught in an alley near Tenth and Market streets and turned over to a reserve officer.

Quaker Motorcyclists Elect Officers.

The organization of the Philadelphia Motorcycle Club was perfected last week, when more than twenty members met and elected officers. The election resulted as follows: President, William Gilmore; vice-president, Walter Buch; secretary-treasurer, Charles Krauss; captain, John Mohr; first lieutenant, Harry Schleter; second lieutenant, Alber Warrington, and color bearer Christ. Feiler.

The club was formed last summer, and has heretofore been in charge of a chairman. At each run a captain was selected to conduct it.

England's Definition of Motorcycles.

A decision has been handed down by the Local Governing Board, the body which has supervision over motor vehicles in England, defining a motor bicycle. Every vehicle designed to travel on not more than three wheels, and weighing, unladen not more than 3 cwt., 336 pounds, is to be regarded as a motorcycle, and number of half the car size on oval plates to be used for them. Holders of licenses to drive a motor car will be allowed to drive motorcycles, but a motorcycle license will not entitle the holder to drive a car.

Tinkering with Adjustments.

Never disturb adjustments unless they need it. Bolts and nuts should be screwed home and left alone until it becomes necessary to make another adjustment. In this way the burring of nuts and the stripping of threads is avoided. Bearings are also best left alone. When once properly adjusted, for it is not always easy to get a free running wheel or hanger and at the same time have it free from side play. A newly adjusted bearing never seems to run quite as well as one that has become "set" to its work.

Bicycles and automobiles will shortly be introduced in the postal and telegraphic service in St. Petersburg. Bicycles are to be adopted for the express messengers, and automobiles for the distribution of the mails.

WALTHOUR'S CYCLONE FINISH

**Wins Six Days' Race for Southern Team—
Ugly Spill in Last Mile Affects Result—
Tremendous Crowds Present.**

It was ten o'clock last Saturday night in Madison Square Garden when a pistol cracked and seven men started on the ten lap track for a sprint race of one mile. It was not a loafing race by any means, but the pace did not become hot until they were in the eighth lap. Then with a crash and reverberating thuds four of the seven riders

before had a team of foreign riders been even with the leaders at the finish.

A few minutes before the pistol sounded for the beginning of the last mile, a shot was fired that warned the men who were to ride in the last mile to decide the tie to get out on the track because after that there could be no relieving done by team mates. That shot also ordered the eighth team, the only other on the track besides the seven in the tie, to withdraw.

The seven team representatives who came out to make the decisive sprint were: Bobby Walthour, George Leander, Henri Contenet, Jed Newkirk, John Fisher, John Bedell and Floyd Krebs.

Away they went with Walthour and Le-

ander in front. Without giving separately the versions of the most reliable half a dozen observers it can be said that they all agree that Leander and Walthour were in front, Leander on the pole. Some say that Walthour was not quite even with Leander, but was a little bit back. They nearly all agree also that Bedell was on the outside and almost abreast of Walthour. Newkirk, Fisher and Contenet were in a second row, while Floyd Krebs was the tail ender. Accepting the version that there were two distinct spills it would seem that Bedell and Newkirk first collided and went down, while Fisher and Contenet collided at about the same time and fell into the mess. Walthour and Leander, being in front went on undelayed, and Floyd Krebs from the rear



ROBERT WALTHOUR.



BEN MUNROE.

From Photographs Taken in Madison Square Garden on the Last Day of the Race.

sprawled on the track and frantic screams from the throats of nearly twenty thousand spectators rent the air. Three riders in straggling order circled the track twice more and finished with the foremost one flying across the tape with the speed of a frightened fawn, fully ten lengths ahead of the next rider, who was likewise ten lengths ahead of the third man. The winner rode like a man fresh from a period of perfect training for a one mile ride. His speed was wonderful and the great multitude stood up and howled, "Walthour! Walthour!" That was the end of the eleventh annual six-day race.

It was a sensational finish to the slowest, yet best attended one week grind on record. It had many unusual features.

Never before had a race of the sort reached its last day with seven teams of riders tied with an even score for first place. Never

ander in front. At the end of the first lap Walthour was leading; Floyd Krebs showed in front at the end of the second lap; Walthour was leading at the end of the third; at the fourth, fifth and sixth Leander was leading, then Walthour led from the seventh lap to the end. The men rode in a bunch, nearly all of the five seeking to get on to Walthour's or Leander's wheel.

How the spill occurred will probably remain a subject for controversy for years. No two versions of it agree, although there were scores of sharp eyed watchers, officials and men accustomed to note the details of such accidents, standing within full view of it. Neither do the stories of the riders agree. It all happened so quickly that there is excuse for confusion, especially as the most reliable accounts make it appear that while four men fell in one heap there were two separate spills that caused it.

position rode past the mess, the men all having fallen up the track. As the spill happened near the middle of the back stretch they did not roll to the pole as they would have done in the turn. Some say that Walthour ran up the bank in order to make a jump and that in doing so he crowded Bedell against the boxes. Bedell slowed up and started down toward the pole, and Newkirk, striving for Leander's wheel, ran into him. Fisher from behind tried to get through a narrow hole between Newkirk and Contenet, and in doing so cut down Contenet. Another version is that Bedell in forcing his way in toward the pole cut down Newkirk, while Contenet, riding wide, banged into Fisher. Still another version is that Bedell interfered with both Newkirk and Fisher, and that the latter pushed Bedell away from him and fell, taking Contenet down with him. The stories, while all

different, come near enough to agreeing in some points to make it pretty certain that Walthour did run up the bank; that Bedell was hindered and forced to slow, and that was the cause of part of the spill, while Fisher somehow was at fault also.

After the spill Walthour began a sprint of wonderful speed. He crossed the tape three lengths ahead of Leander at the end of the eighth lap. He was six lengths ahead on the ninth lap, and ten laps ahead at the end of the mile.

"No one ever can get me to bet on any one except Walthour in a race of this sort, after seeing that finish."

It was a veteran of the cycle track who made that remark, and the remarkable speed that Walthour showed after six days and nights of riding quite justified the sentiment. While many bemoaned the spill and partisans of the different men who went down thought that their favorite would have won had he not fallen, the opinion of the majority was that Walthour with his speed would have won anyhow. It was a common sentiment, however, that, but for the fall the order of the others would have been different and that Leander would not have got second place.

When the spill occurred Jacobson, the partner of Newkirk, jumped on a wheel and started to finish the race for him. This of course was not allowable. Newkirk was the first of the fallen ones to get on his wheel again, and Fisher was right behind him. Fisher beat Newkirk out and got fourth place. Bedell and Contenet did not attempt to finish. The referee decided that because of Jacobson having mixed in the race Newkirk would have to join with Bedell and Contenet and ride an extra mile to decide fifth, sixth and seventh place. Bedell's scalp was cut, and he was too much shaken up to ride and Menus, his brother and teammate was downstairs sobbing like child over the news of the fall. He could not be induced to go on the track again, so Newkirk and Contenet had a duel for a mile and Newkirk won easily by half a length.

The time for the mile won by Walthour was 2:12 3-5, and for Newkirk's mile it was 3.09 4-5.

The final score and the order of the teams follow, the last mile not being counted in the score, so as not to do injustice in the record to Keegan and Moran, who were only one lap behind and could not participate in the final sprint:

Score for 142 hours:

	M.	L.
1. Walthour and Monroe.....	2,318	3
2. Leander and Butler.....	2,318	3
3. Floyd Krebs and Peterson....	2,318	3
4. Bowler and Fisher.....	2,318	3
5. Newkirk and Jacobson.....	2,318	3
6. J. and M. Bedell.....	3,318	3
7. Contenet and Breton.....	2,318	3
8. Keegan and Moran.....	3,318	2
9. Sampson and Vanderstuyft....	2,243	9
10. Krebs and Gougoltz.....	2,205	1

The record for a team race is 2,733 miles 4 laps, made by Miller and Waller in 1899.

Dove and Hedspeth who were more than

twenty miles behind and who made no attempt to keep up in the sprints were ordered out of the race at 1:34 o'clock Saturday morning, when their score was 1,960 miles 5 laps, because they were a menace to the other riders. That left only ten teams in the contest. Gougoltz and Franz Krebs were ruled out between 6 and 7 o'clock in the evening of Saturday, after the most exciting print of the day, and one that caused a regrettable incident. Gougoltz, because of his brave showing, was indulged by the referees in his desire to remain until the end, although during the last day both he and his partner were off the track together for hour at a time. It was Gougoltz's idea that so long as they were not off more than four hours they were still in the race, because a rider having lost his mate could combine with another if he had not been off the track more than four hours. Gougoltz was mistaken in his idea, but he was humored until trouble came of it. At 6 o'clock on the last day Breton made a sprint. It was foolish, because neither he nor his partner could have retained the lap had he gained it. The Frenchman made a plucky effort and gained about forty yards. After the others had chased him half a mile and caught him Breton was "all out." The others saw it and started a sprint, designed to leave him behind. Breton and Samson, who were together at the tail end of the string when the sprint started, fell behind steadily until they were three quarters of a lap behind and were surely being lapped, when Gougoltz, fresh from a long rest came out and deliberately began to make pace for his countrymen. Both Breton and Samson were so weary though that they could not follow. Contenet was sent out to relieve Breton, and he hung on to Gougoltz's wheel until the brave Gaul pulled up with the still sprinting string of leaders. Samson could not follow Gougoltz and Contenet, and he lost a lap for his team. It was a grand ride that Gougoltz made, but the other riders grumbled loudly, saying with reason that but for Gougoltz the Contenet-Breton team would have been lapped and there would have been one team less tied for the lead. The referees saw the light then, and ordered Gougoltz and his partner to quit. Between 9 and 10 o'clock Vanderstuyft and Samson withdrew by request, but Keegan and Moran pleaded to have until the last minute a chance to regain their forfeited lap and they were allowed to remain until the last five minutes.

Although there were eight foreigners in the race, all the wheels used excepting those of Gougoltz and Simar were American made. Gougoltz and Simar brought French bicycles over with them, but the other foreigners used Pope wheels. The gears of the riders averaged about 100. Walthour, the winner, rode a Columbia wheel of 104 gear, fitted with French racing tires. The wheels of the others who rode to the last day were:

Monroe, Columbia; Leander, Hudson; Butler, Hudson; Floyd Krebs, Tribune; Peterson, Tribune; Fisher, Cleveland; Bowler,

Cleveland; Newkirk, Crescent; Jacobson, Crescent; Contenet, Cleveland; Breton, Cleveland; John Bedell, Rambler, Menus Bedell, Rambler; Keegan, National; Moran, Yale; Samson, Tribune; Vanderstuyft, Tribune; Gougoltz, Jacquelin; Franz Krebs, Thistle; Dove, Pierce, Hedspeth, Pierce.

On Monday the men went down to the Bartholdi Hotel to get their money. It is hard to say what they got, for all had special arrangements for expenses and bonuses for entering and guarantees for staying in to the finish. It was said that Dove and Hedspeth, for instance, who were so far behind that they had no chances for prize money, got \$50 a day for staying in the race. Gougoltz is supposed to have had a similar arrangement. Nominally, the place prizes were: First, \$1,500; second, \$1,000; third, \$750; fourth, \$500; fifth, \$350; sixth, \$250, and seventh, \$100.

This was the second victory for Walthour in a six-day race, his former one being in 1901, when he won with Archie McEachern as a partner. Walthour is now only twenty-five years old, but is married and has three children. He is best known as a pace follower, and holds the record of a mile in 1:07, made on the Charles River track last summer. Walthour was born in New York, but brought up in Savannah, Ga., and now lives at Atlanta. Benny Munroe is a native born Southerner, his home being at Memphis. He also is well known as a pace follower and sprint rider, and has been in a six-day race once before.

Ingenious Repairs of Inlet Valves.

As was the case in the early days of the pneumatic tire when chewing gum, adhesive plaster and postage stamps were employed for makeshift repairs, so are motorcyclists now making ingenious use of little things to help themselves out of the difficulties that occasionally occur to their motors. Two of these recently were brought to light. In one instance the rider found his inlet spring broken, and being non-plussed what to do, he suddenly remembered that some types of tire pumps have a small spring inside. He examined his pump, and found a spring of practically the same tension as the broken one. He fitted it on the valve, and found it answered quite well. In the other case, in which a broken inlet spring also was the cause of the trouble, the motorcyclist tied a piece of ordinary elastic to the top of the valve stem, and fixed the other end to a clip on the down tube, leaving about 8 inches of the elastic under tension. This makeshift lasted two hundred miles.

Grogna's Gruesome Souvenir.

Grogna, the French racing man, carries with him a rather gruesome souvenir. It is a small piece of splintered bone which the surgeons who attended him after a recent severe fall were not able to replace in his left arm. He has had it made into a scarf pin which he will wear as a "mascot."

MIDNIGHT RACE OPEN

Outsiders May Now Compete for the Wine but Trophies are for A. C. C. Men.

That good old classic, the midnight race from New York to Yonkers, will be run again this year, or rather next year, during the first hours of it, under the auspices of the Associated Cycling Clubs of New York. An important change has been made in the rules of the race this year. Instead of being open only to members of the A. C. C. N. Y.,

The committee appointed by the A. C. C. N. Y. to take charge of the race of 1904 is as follows: M. L. Bridgman, Edward Gerbereux, Joseph Goodwin, Richard Nelson, Will R. Pitman and Joseph Oatman, ex officio.

Increasing Interest in the Cycle Show.

Interest in the forthcoming bicycle show, to be held in Madison Square Garden at the same time as the sportsmen's exhibition, February 19 to March 5, is spreading rapidly, and the prospects are that it will be as bright and busy an affair as those of former

DISTRICTS, NOT DIVISIONS

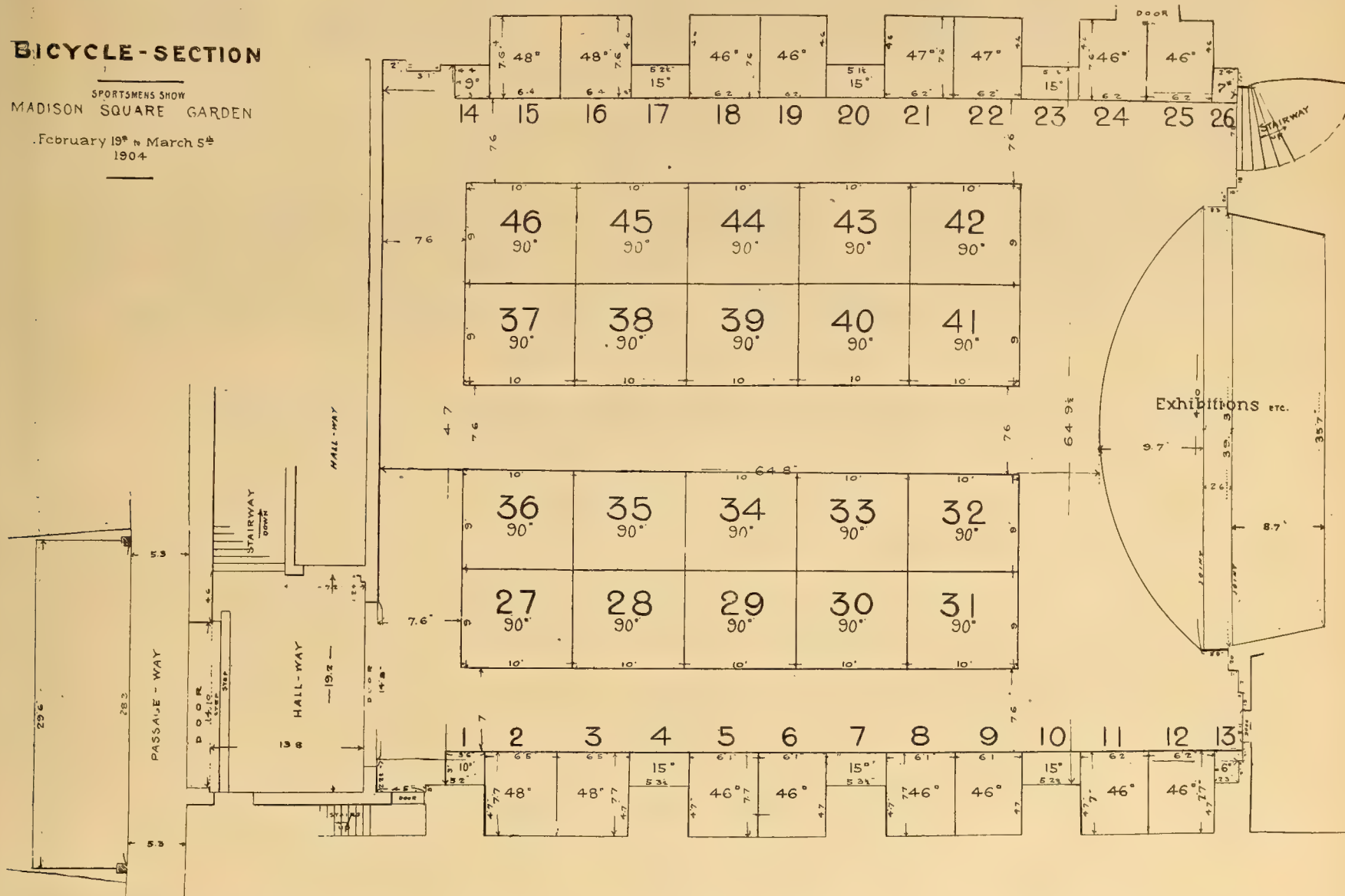
C.R.C.A. Readjusts and Renames Territory and Selects Men for the Offices.

Instead of having State divisions, as of old, the Century Road Club of America now has "districts," laid out geographically, according to the membership in certain localities. At present there are only an Eastern and a Western district. The officers of the Eastern district, which has its headquarters in New York, newly elected, are: Centurion,

BICYCLE-SECTION

SPORTSMEN'S SHOW
MADISON SQUARE GARDEN

February 19th to March 5th
1904



it will be open to all who care to enter, but the trophies that have been ridden for year after year will be for the members of the clubs only. The outsiders will win the wine offered by the hotels at Tarrytown and Yonkers and the glory, which, as it is an amateur event, should be enough.

For the first member of a club in the A. C. C. who reaches Tarrytown there will be the Oatman medal for himself and the Gerbereux trophy for his club. The Prospect Wheelmen won both the Gerbereux trophy and the Simms trophy, which is offered for the first one to reach Yonkers, last year. They have now won the Gerbereux trophy twice, and need but one more victory to make it a permanent possession. The Oatman medal, for the first man to reach Tarrytown, is a new prize offered every year.

years, if not quite so large. Makers and dealers seem to be appreciative of the fact that a big attendance is assured because of its being held in conjunction with the other show that annually draws great crowds to the Garden, and the spaces are now being sold rapidly, only a few good ones being left. The division of the floor space into larger and smaller spaces, with some of the latter to be had as low as \$10 and \$15 for the two weeks, was a popular move, and it has led to a number taking spaces who otherwise might not.

The plan of having some sort of attraction in the line of home trainer competitions, or trick riding, is now being considered, and everything indicates a complete success for the show of 1904, the first one in three years. The diagram shows the lay-out of the spaces.

John Castles; secretary-treasurer, H. H. Thayer; directors, R. A. Van Dyke, L. V. D. Hardenbergh, John Gull, W. H. Latham and J. S. Wall.

The officers of the newly formed Brooklyn branch of the Eastern district are: Centurion, L. V. D. Hardenbergh; vice-centurion, L. M. Jones; secretary-treasurer, W. H. Latham; recording secretary, E. Susman; captain, A. Waller, first lieutenant, A. G. Carrier; second lieutenant, G. W. Slater; color bearers, W. O. Stewart and B. Schomberg; buglers, C. Moe and A. B. Eifer; mascot, J. H. Graham, jr.; directors, H. F. Dreyer, G. Duestes, J. M. Eifer, J. D. Stern, J. H. Graham, sr., and P. Wollenschlager.

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CLEVELAND, O., 77 Bank Street.
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CHICAGO, ILL., 136 East Lake Street.

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ELKES FUND SWELLS

Owen Kimble Takes it in Hand at Six-Days Race and Makes Big Collection.

Quite a boost was given to the Harry Elkes fund during the six-day race at Madison Square Garden last week. It was not so big a boost as it should have been, but that was because the work of collecting was not begun until the week was well advanced and it was not prosecuted as thoroughly and as systematically as it should have been. The result was encouraging, however, because it showed that the riders and the cycling public will contribute when approached directly, and that it is forgetfulness and negligence that has made them backward.

The fund needs some energetic volunteer workers. For what was obtained last week nearly the whole credit is due to Owen Kimble. The metal coin boxes do not collect much money when left to themselves at a place where there is so much excitement as there is at a race track. People keep rushing by them and forgetting to stop and contribute, although their intentions are good. When the week was half spent Owen Kimble went around with a subscription list, and later he and Eddie Bald passed a tin dishpan around. Kimble also directed attention to the boxes and aided in other ways to get the sum of \$101.97 that was collected at the Garden during the week. The coin boxes used were those which had been removed from various places on the Saturday before the race began, and one of these had 70 cents put in it while it was standing casually on a press table at the trackside during the short races in the Garden on the Saturday night before the race started. The coin box that took in the most money was one that was left at the bar in the Putnam House during the last two days. That had \$8.77 in it.

The fund, counting the money taken in at the benefit meet at Boston is now close to the \$1,000 mark.

The collections not previously acknowledged are as follows:

DECEMBER 5.

Box No. 5, from No. 12 Warren street..	.25
Box No. 9, from Vailsburg.....	.08
Box No. 3, from Bedford Rest.....	1.31
Box No. 9 from Madison Sq. Garden...	.70
Box No. 7, from Manhattan Beach.....	.71

Total\$3.05

Collected at Madison Square Garden During the Six-Day Race.

Walter T. Smith.....	\$10.00
Gene Carr	2.00
Frank L. Kramer.....	10.00
Petit Breton	5.00
A. F. Copland.....	1.00
Victor Breyer	2.00
Nelson McIntyre	2.00
W. H. Pickens.....	2.00
Wm. L. Darmer .....	.25
J. Rockowitz .....	.25
Pickaninny Hill .....	.50
R. Lake .....	.25

J. McCarthy .....	.25
John F. J. Weber.....	.25
G. F. Matthiesser ("Diavolo").....	1.00
Winnie O'Connor	1.00
Charles Houser .....	.25
P. G. Van Cott.....	.50
G. Smith.....	.70
Fred. K. Burnham.....	5.00
Joseph McGinn	1.00
Walter St. Denis.....	1.00
Jim Swinnerton	1.00
George C. Schreiber	1.00

\$51.25

From coin boxes and collection pans passed by Owen Kimble and E. C. Bald

\$53.77

Total\$104.02

Scratchmen Lose in the Armory.

Two bicycle races were on the card for the fall games of the Twelfth Regiment Athletic Association, held in the armory at Sixty-second street and Columbus avenue, New York City, on December 12. They were marked by several spills, but no body was badly hurt. The summary:

One-mile handicap—Won by Gus Perden, N. A. C. (45 yards); Owen Devine, Thirteenth Regiment and N. A. C. (75 yards), second; Everett Ott, Twenty-second Regiment (75 yards), third. Time, 2:33.

Two-mile handicap—Won by A. George, N. A. C. (30 yards); O. C. Ludwig, Twelfth Regiment (60 yards), second; Owen Devine, Thirteenth Regiment and N. A. C. (100 yards), third. Time, 5:18¼.

To Hold Home Trainer Team Race.

In connection with their fourth annual mask ball in Tompkins Square Hall, New York, on January 9, next, the Stuyvesant Wheelmen will present a number of attractive features of a cycling nature, chief of which will be an interclub home trainer race. The Stuyvesants, who have had a special machine constructed, and who will enter George Weirich and Louis Marino, have invited the Brower, Tiger and Prospect Wheelmen and the Century Road Clubs to enter teams. Miss Florence Homan, a professional "cycle-whirlist," and Arthur Kiewitz, a loop-the-looper, will also give exhibitions. A novelty in the shape of a "shadow march" is promised as one of the surprises of the evening.

Motorcyclists Will Hold "Watch Night."

The New York Motorcycle Club will "watch the old year out" at its quarters, No. 1904 Broadway, on December 31. A smoker will help to keep open the eyes of the watchers. The club voted against participation in the midnight race to Yonkers and Tarrytown, being influenced largely by the death of Henry Allmen, its representative who won the event last year. Allmen caught a cold on the occasion, which it is believed hastened his end.

Home trainer contests are features of the winter season of the California clubs, and arouse a great deal of rivalry. There is also talk of arranging a series of inter-club contests, in which the best men of the various organizations will take part.

TUMBLING AT WILL

Intentional Falls on Track Suspected and Kramer Says the Trick is Easy.

What risk does a racing man take by falling on an indoor track, and will he fall voluntarily in order to prevent being lapped? The latter question is a mooted point, with the burden of evidence on the affirmative side.

The dispute arose at Madison Square Garden during the six days race, when several falls took place, one of them, at least, happening at such an opportune time that a man who was in imminent danger of being lapped thereby escaped that misfortune. A general mixup occurred, and all sorts of claims of laps gained and lost were made. A few hours later an interesting discussion of the matter took place in the officials' box.

It was made clear by Chairman Batchelder that the rule in six day races providing that no penalty should be imposed on a rider who fell was not to be construed to aid a man who was on the point of being lapped. It was plain that if only the fall saved him the lap against him would be allowed, whether the fall was involuntary or not.

"But you don't suppose anybody would fall purposely, do you?" asked Chairman Batchelder of Nat. Butler, who had raised the point.

"Well, I don't know," was the reply. "But it looks very queer that there should be so many falls just when they count." He went on to cite several cases of the kind.

After Butler had gone to his quarters the discussion continued. It was the pretty nearly unanimous opinion that no man would deliberately throw himself to avoid penalization.

"There's too much risk in it," declared one man. "It might be that nothing very serious would result from the fall itself, but the thought of being ridden over by the riders following, and thereby being badly cut up or otherwise injured, would deter almost any one from the act."

"Besides, the mere act of deliberately throwing one's self would take a lot of nerve," said another man. "It isn't easy to bring yourself down going at any speed."

About the only man present who had not given his opinion was Frank Kramer, the present champion, who was sitting in the box. The Bicycling World man asked him what he thought of it.

"It's easy to throw yourself if you go about it right," he replied significantly. "Suppose you are on the pole; all you have to do is to come down a little on the turns, so that your pedal will touch the floor and the machine will go from under you like a flash, letting you down easily. But you have got to do it just that way, or there will be trouble."

After the race Munroe is said to have laughingly admitted that he once fell purposely to avoid being lapped.



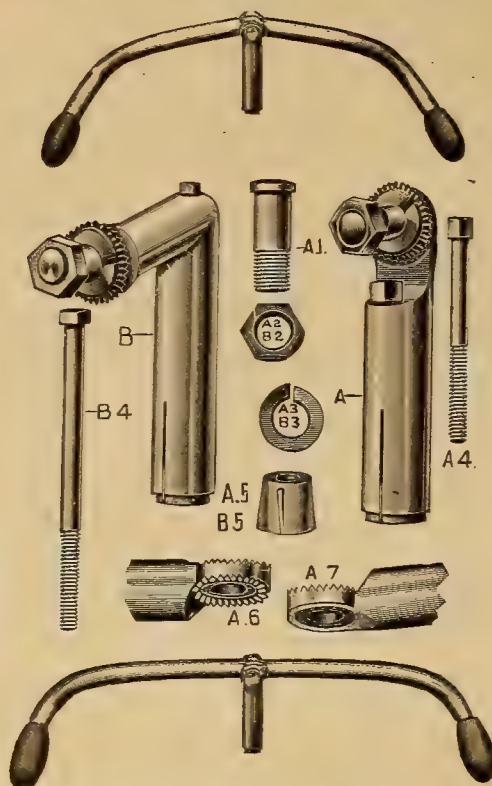
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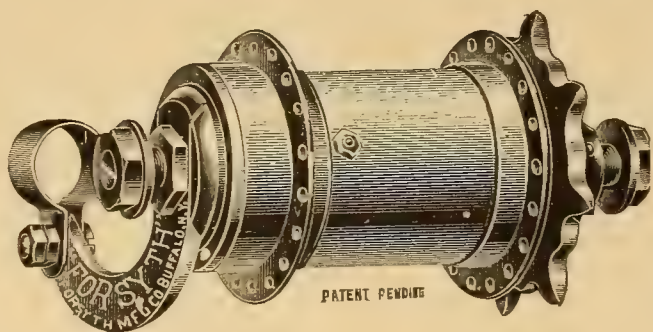


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NEW ROAD RULES LIBERAL

Oatman's Efforts Bear Fruit and Cyclists, of Course, Obtain Generous Treatment.

After several years of continuous effort put forth by cyclists and others, New York City at last has a set of ordinances regulating street traffic. They were signed last Monday by Mayor Low, and became operative immediately. After a couple of years of argument and delay the rules adopted are not much different or much better than those originally submitted. On the whole they are a very fair set of rules for bicyclists, and in some respects are liberal, as, for instance, the explicit permission to ride on the sidewalks in the suburbs when the road is not rideable. The new ordinance in full is as follows:

Article I—Rules of the Road.

Section 1. Vehicles Keeping to the Right—Vehicles shall keep to the right, and as near the right hand curb as possible.

Sec. 2. Vehicles Meeting—Vehicles meeting shall pass each other to the right.

Sec. 3. Vehicles Overtaking Others—Vehicles overtaking others shall, in passing, keep to the left.

Sec. 4. Turning and Starting—The driver or person having charge of any vehicle, before turning the corner of any street, or turning out or starting from or stopping at the curb line of any street, shall first see that there is sufficient space free from other vehicles, so that such turn, stop or start may be safely made, and shall then give a plainly visible or audible signal.

Sec. 5. Turning to the Right Into Another Street—A vehicle turning to the right into another street shall turn the corner as near to the curb as practicable.

Sec. 6. Turning to the Left Into Another Street—A vehicle turning to the left into another street shall pass to the right of and beyond the centre of the street intersection before turning.

Sec. 7. Crossing Streets—A vehicle crossing from one side of the street to the other shall do so by turning to the left so as to head in the same direction as the traffic on that side of the street.

Sec. 8. Driving, Backing, etc., on Sidewalks—It shall not be lawful for any public cartman, or for any person driving or having charge of any public cart, wagon or other vehicle, to drive or back any such public cart or any other cart, wagon or other vehicle, onto the sidewalk of any of the streets of said city, except as hereinafter provided, or to stop any such cart, or any other vehicle, on any of the crosswalks or intersections of streets so as to obstruct or hinder the travel along such crosswalks or intersections of streets, or to place any such carts or other vehicles crosswise of any street of said city, except to load thereon or unload therefrom; but in no case shall it be lawful for any person to permit such cart or other vehicle to remain so crosswise of any street for a longer period than may be actually necessary for such purpose; but it shall be lawful for the owner or occupant of any store, warehouse or building in any street or avenue in which the rails of any railroad company are laid so close to the curbstone as to prevent the owners or occupant from keeping any such cart or other vehicle in the carriage-way in front of his place of business with-

out interference with the passing cars of any such railroad company to occupy with such cart or other vehicle during business hours so much of the sidewalk as may be necessary for such cart or other vehicle; provided that sufficient space be retained for the passage of pedestrians between the cart or other vehicle so permitted to occupy such portion of the sidewalk and the stoops or front of every such store, warehouse or other building. In no case shall it be lawful to place any such carts, wagons or other vehicles, crosswise of the carriageway on Broadway or Fifth avenue, south of Fifty-ninth street, or on Park Row, nor shall any such cart, wagon or other vehicle be permitted to remain in front of any premises on said Broadway or Fifth avenue, south of Fifty-ninth street, or on Park Row, unless placed in close proximity to the curb, with the side of such cart, wagon or other vehicle parallel therewith.

Sec. 10. In no case shall a vehicle remain



NEW YORK BRANCH: 214-216 WEST 47TH STREET

backed up to the curb, excepting when actually loading or unloading.

Sec. 11. Stopping Close to Curb Line—Unless in an emergency or to allow another vehicle (as provided in Sections 16, 17 and 18) or pedestrian to cross its path, no vehicle shall stop in any public street or highway of this city, except close to the curb line.

Sec. 12. Obstructing Crossings—No vehicle shall stop, for the purpose of taking or setting down a passenger or loading or unloading freight, or for any other purpose except in case of accident or other emergency, or when directed to stop by the police, in such a way as to obstruct any street or crossing.

Sec. 13. Stopping Near Corners—No vehicle shall stop or stand within the intersection of any street, nor within ten feet of a street corner.

Sec. 14. Surface Cars Taking on or Discharging Passengers—Surface cars shall stop only on the near side of the street, and before reaching crosswalk, to discharge or take on passengers.

Sec. 15. Right of Way—On all public streets and highways of the city, all vehicles going in an easterly or westerly direction shall have the right of way over any vehicle going in a northerly or southerly direction.

Sec. 16. Right of Way of Certain Vehicles

—The officers and men of the Fire Department and Fire Patrol, with their fire apparatus of all kinds, when going to, or on duty, at or returning from a fire, and all ambulances, and the officers and men and vehicles of the Police Department, and all physicians who have a police permit (as hereinafter provided) shall have the right of way in any street and through any procession, except over vehicles carrying the United States mail. The Police Department is hereby empowered to issue, upon application therefor, a permit for such right of way to any duly registered physician, which permit shall not be transferable.

Sec. 17. Right of Way of Cars—Subject to the preceding section of this article, surface cars running on tracks laid in the streets especially for their use shall have the right of way along such tracks, between cross streets, over all vehicles moving in the same direction at a less rate of speed than ten miles an hour; and the driver of any vehicle proceeding upon the track in front of a surface car shall turn out as soon as possible upon signal by the motorman or driver of the car.

Sec. 18. Signal in Slowing Up or Stopping—In slowing up or stopping, a signal shall always be given to those behind by raising the whip or hand vertically.

Sec. 19. Signal for Automobile—Every person driving an automobile or motor vehicle shall at the request or signal by putting up the hand, from a person driving or riding a restive horse or horses, or driving domestic animals, cause the automobile to immediately stop, and to remain stationary as long as may be necessary to allow said horses or domestic animals to pass.

Sec. 20. Slowly Moving Vehicles—Vehicles moving slowly shall keep as close as possible to the curb line on the right, so as to allow faster moving vehicles free passage on the left.

Article II—Speed.

Section 1. Speed of Vehicles—The following rates of speed through the streets of the city shall not be exceeded—that is: Eight miles an hour by bicycles, tricycles, velocipedes and motor vehicles, however propelled, or by passenger and other vehicles drawn by horses or other animals, except that in portions of the city not built up, where the buildings are at least 100 feet apart, a speed of fifteen miles an hour may be maintained.

Sec. 2. Exceptions—Nothing in this article shall apply to the apparatus and wagons of the Fire and Police departments, the Fire Patrol, ambulances, emergency repair wagons of street railroads, and vehicles carrying the United States mail.

Sec. 3. Excessive Speed Prohibited—No person riding, driving or in charge of any vehicle on any street, avenue, pathway or driveway of the city shall drive the same at a speed greater than reasonable and proper, having regard to the traffic and use of the highways, or so as to endanger the life or limb of any person.

Sec. 4. Speed in Crossing Streets and Turning—No vehicle shall cross any street or avenue running north and south, or make any turn at a speed rate exceeding one-half its legal speed limit.

Article III—Lights.

Section 1. Lights—Each and every vehicle using the public streets or highways of this city, except vehicles of licensed truckmen, shall show, between one hour after sunset and one hour before sunrise, a light or lights, so placed as to be seen from the front and each side; if dash lantern is carried, it shall be placed on the left hand side; such light or lights to be of sufficient illuminating

power to be visible at a distance of two hundred feet; said light or lights shall show white in front, but may be colored on the sides, excepting licensed truckmen. Every automobile shall exhibit during the same period two lamps showing white lights visible at a distance of three hundred feet in the direction toward which the automobile is proceeding, and shall also exhibit a red light, visible in the reverse direction. The lamps shall be so placed as to be free from obstruction to light from other parts of said automobile. In the Borough of The Bronx, excepting south of Tremont avenue and 177th street, east of Jerome avenue and west of the Bronx River, and in the boroughs of Richmond and Queens, and in the Twenty-sixth, Thirtieth, Thirty-first and Thirty-second wards of the Borough of Brooklyn, every car or other vehicle between said hours, while moving on, along or standing upon the portion of streets in said boroughs or parts of boroughs, shall also carry a light or lights of such illuminating power as to be plainly visible two hundred feet, both ahead and behind said car or vehicle.

Sec. 2. Exceptions—But this section shall not apply to any equestrian, or to any animal led or driven, not attached to any vehicle, nor to the rider of a bicycle, tricycle or some similar vehicle, whose light has become extinguished, or who is necessarily absent from his home without a light, when going at a pace not exceeding six miles an hour, when a clearly audible signal is given as often as thirty feet are passed over.

Article IV—Improper Use of Streets.

Section 1. Coasting Forbidden to Bicyclists—No bicycle shall be allowed to proceed in any street of the city in inertia or momentum, with the feet of the rider removed from the pedals.

Sec. 2. Trick Riding Forbidden—No rider of a bicycle shall remove both hands from the handlebars or practice any trick or fancy riding in any street.

Sec. 3. Carrying Children on Bicycles—No bicyclist in the city of New York shall carry upon his bicycle any child under the age of five years.

Sec. 4. Ages of Drivers—Drivers or persons in charge of vehicles other than licensed vehicles shall not be less than sixteen years of age, unless provided with a permit from the Police Department.

Sec. 5. Riding on Backs of Vehicles—No person shall ride upon the back of any vehicle without the consent of the driver, and when so riding no part of the person's body must protrude beyond the limits of the vehicle.

Sec. 6. "Cruising" by Hacks, etc., Forbidden—No public or private hack while awaiting employment by passengers shall stand in or upon any public street or place other than at or upon public or private hackstands, respectively, designated by the Board of Aldermen; nor shall any hackman seek employment by repeatedly and persistently driving his hack to and fro in a short space before, or by otherwise interfering with proper and orderly access to, or egress from, any theatre, hall, hotel, public resort, railway or ferry station, or other place of public gathering, but any hackman may solicit employment by driving through any public street or place without stops other than those due to obstruction of traffic, and at such speed as not to interrupt or impede traffic, and may pass and repass before any theatre, hall, hotel, public resort, railway or ferry station or other place of public gathering, provided that after passing such public place he shall not turn and repass until he shall have gone a distance of two blocks beyond such place.

Article V—Use of Sidewalks.

Section 1. Driving on Sidewalks—Except as provided in this article, no horse or vehicle shall be driven, backed, led or allowed to stand on any sidewalk which has been curbed, except that wares or merchandise in process of loading and unloading, shipment or being received from shipment, may be transferred from trucks or other vehicles over the sidewalk by the use of skids, or by backing up trucks on the sidewalks in so doing, provided a passageway be kept open within the stoop line or building for the free passage of pedestrians.

Sec. 2. Leading Bicycles—Riders of bicycles, when dismounted, may lead their bicycles along the sidewalk in single file, and bicycles may be allowed to stand on the sidewalk, provided they are within the stoop line and cause no obstruction.

Sec. 3. Riding on Sidewalks—Bicycles may be ridden on the sidewalks of any street in the suburbs of the city, the roadway of which is not reasonably rideable for such vehicles.

Sec. 4. Driving Across Sidewalks—Nothing contained in this article shall prevent the riding or driving of horses or vehicles from private property directly across the sidewalks of any street to the roadway, or from the roadway back to such private property.

Article VI—General Rule Covering the Use of Streets.

Section 1. Reasonable Care to be Used—Nothing contained herein or omitted herefrom shall be construed or held to relieve any person using, or travelling, or being upon any street, for any purpose whatever, from exercising all reasonable care to avoid or prevent injury through collision with all other persons and vehicles.

Sec. 2. Traffic Not to be Obstructed—No vehicle shall be allowed to remain upon or be driven through any street of the city of New York so as wilfully to blockade or obstruct the traffic of that street.

No vehicle shall be so overloaded that the horse or horses are unable to draw it.

Article VII—Powers of Police Department.

Section 1. Police Department to Regulate Traffic—The Police Department shall have all powers and duties in relation to the management of vehicular traffic.

Sec. 2. Police Department to See That Ordinances are Posted—The Police Department shall see that these ordinances are posted in all public stables and at hack, cab and truck stands, and shall keep copies of them at all of its stations and issue from on application.

Article VIII—Definitions.

Section 1. Definitions of Terms Used Herein—The following terms, whenever used herein, except as otherwise specifically indicated, shall be defined to have, and shall be held to include each of the meanings herein below respectively set forth; and any such term used in the singular number shall be held to include the plural.

Street—Every avenue, boulevard, highway, roadway, cartway, lane, alley, strip, path, square and place used by or laid out for the use of vehicles.

Roadway—That portion of any street which is included between the curbs or curb lines thereof and is designed for the use of vehicles.

Curb—The lateral boundaries of that portion of a street designed for the use of vehicles, whether marked by curbstones or not so marked.

Vehicle—Every wagon, carriage, omnibus,

sleigh, pushcart, bicycle, tricycle and other conveyance (except baby carriages), in whatever manner or by whatever force or power the same may be driven, ridden or propelled, which is or may be used for or adapted to pleasure riding or the transportation of passengers, baggage or merchandise upon the street; and every draught and riding animal, whether driven, ridden or led, excepting that an animal or animals attached to any vehicle, shall, with such vehicle, constitute one vehicle.

Article IX—Penalties for Violations.

Section 1. Penalties for Violations—Any person violating any provision or regulation hereof shall be deemed guilty of a misdemeanor, and upon conviction thereof by any magistrate, either upon confession of the party or by competent testimony, may be fined for such offence any sum not less than one dollar and not exceeding ten dollars, and in default of payment of such fine may be committed to prison by such magistrate until the same be paid; but such imprisonment shall not exceed ten days.

Article X—Repeal of Inconsistent Ordinances, etc.

Section 1. Conflicting Ordinances Repealed—All ordinances or parts of ordinances inconsistent or conflicting with the provisions of this ordinance are hereby repealed.

Sec. 2. To Take Effect Immediately—These ordinances shall take effect immediately.

The Right Way to Breathe.

Save, perhaps, the beneficial results of ankle motion in pedalling, there is no matter of cycling procedure more firmly impressed on the rider than to breathe with the mouth shut when riding. Yet no dictum, not even that as to anking, is more widely departed from. It is not only the average rider who violates this rule, but nearly all riders. That is to say, very few obey the rule absolutely. They open their mouths, even if only slightly.

The subject came up for discussion before a group of cyclists a few days ago. Some one turned the talk into this channel, and most of those present admitted that they opened their mouths when riding.

"And so does everybody, I believe," said one. "You can't get enough air through your nose, and you have got to open your mouth if you want to breathe."

"There is something in what you say," remarked D. M. Adey, the veteran pacemaker of the C. R. C. A., who was one of the party. "When you ride you need more air than at other times, the exertion making greater calls on the air-requiring organs. My practice is to ride with a quill in my mouth. I can then close my lips and yet get enough air through my nose and the quill combined to answer the purpose. And in this way I escape most of the evils that follow up unrestricted breathing with the mouth open."

A. W. Johnson, a Minneapolis lawyer, who recently visited the Society Islands, reports that the natives in the cities, such as Tahiti, are more up-to-date than would be imagined. Many of them ride bicycles and there are some who own and operate automobiles.

An Ounce of Fact is Worth Tons of Theory.

The fact that live dealers everywhere have continued year
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ought to "suggest things" to the man whose eyes are open.

The same correct judgment that singles out the Yale as
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is on the way. Coming along nicely, too. Shall our
traveler call?

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DECISION IS SWEEPING

(Continued from first page.)

and to this end, the language of the claims themselves, the patent as a whole, and the proceedings in the Patent Office, have had our careful consideration.

Each of the claims in the suit—indeed every claim of the patent—calls for a construction of tire tube having flattened closed end portions, and the natural inference from this reiteration—that the flattened closed end portions were regarded by the patentees as of the essence of their invention—the specifications, to which we now turn, seems fully to sanction and confirm. The invention is designated as an "Improvement in pneumatic tires," the "prominent objects" of which are said to be:

"To close the ends of the air tube in a simple and reliable way; to permit the ready arrangement of the air tube within a sheath having a limited opening; to likewise permit the ready removal of the air tube from a sheath of the character aforesaid, and at the same time to so arrange the air tube within the sheath that notwithstanding its closed end portions it shall form a continuous air cushion, which although capable of separation will during service be practically held together as a single tube incapable of separation at the joint also to so close and arrange the ends of the air tube as to avoid strain and leakage at its said ends as a result of inflation and service." . . .

The frequency and particularity with which the flattened closed end portions are referred to in the foregoing extracts (from the patent) make it evident that they were considered by the patentee to be the specially characteristic features of their invention; and they do not in fact lie at the root of all that is disclosed for attainment of its objects is apparent. It is by them that the air tube is closed in a simple and reliable way, and its read arrangement within a sheath having a limited opening is provided for; and more especially, is by them that the tube is made capable of arrangement within the sheath, "so that, withstanding its closed end portions it shall form a continuous air cushion which although capable of separation will during service be practically held together as a single tube, incapable of separation at the joint."

There can be no doubt of the importance of the part assigned to these flattened end portions in this arrangement, for, says the specification:

"After thus introducing the air tube within the sheath, we lap the closed flat end portions of the air tube upon the inflatable portions of the tube," and again: "This arrangement also permits us to lap the flattened end portions to the tube upon its inflatable portions, which latter, when inflated, will thus clamp the flattened end portions against the inner wall of the sheath, thereby firmly holding them and avoiding any and all displacement during service."

Nothing we think could be clearer than this statement. It pointedly differentiates

the flattened end portions from the inflatable portions, and it lucidly explains how these two quite distinct, but essential, parts are made to form a joint incapable of separation. But the meaning of this descriptive language is put beyond possibility of question by the drawings.

From the figure it will be seen, as is stated in the specification, that the flattened terminals of the air tube lap to some extent its inflatable end portions, and hence of the tube will be pressed and firmly held against the inside wall of the sheath. It is also said, it is true that, "the tube thus inflated will have the practical effect of a continuous tube, since the shutting or opposed lapping inflatable portions of the tube will be pressed closely together by the confined body of air, and will lie within the sheath so as to form a flexible diagonally arranged partition which will in no wise interfere with the general elasticity of the inflated tire."

But the reference here made to "abutting or opposing lapping inflatable portions" neither conflicts with or modifies the positive and unmistakable direction of the specification "to lap the flattened end portions of the tube upon its inflatable portions," so that the latter when inflated will "clamp the former." The abutting or opposing lapping of the inflatable portions contributes nothing to the clamping; it is the "practical effect" of it.

The lapping in the one case is not the same sort of lapping as in the other. In the one the flattened end portions are lapped "upon" the inflatable portions, and if this were not done no clamping effect would be secured. In the other the "abutting or opposing" portions are merely pressed closely together . . . so as to form—not a clamp, but "a" flexible diagonally arranged partition which will in no wise interfere with the general elasticity of the inflated tire," but which has nothing whatever to do with holding the parts together. The drawing, which has been produced, makes this perfectly obvious. It shows the flattened ends overlapping a portion of the inflated tube, and by it held against the sheath, whereas the diagonal portion is shown simply as the line of contact between abutting or opposing and closely pressed together inflated portions.

That the scope of these claims is determined by attentive consideration of the terms of the patent itself, we think, has been now made manifest; but as the understanding of them to which such consideration has brought us is quite impressively confirmed by the proceedings in the Patent Office, they, perhaps, should not be left unnoticed. We need not, however, refer to all the pertinent and persuasive portions of the file wrapper and contents. It will suffice to mention that it appears that, pending their application, the applicant, in response to objection interposed by the Examiner, amended their original claims: By striking out claim 6, viz.: "6. A hollow or pneumatic tire comprising an inflatable tube confined in a sheath, and arranged therein with lapping end portions, substantially as set forth."

By amending claim 7, which read: "7. A hollow or pneumatic tire comprising an inflatable tube confined within a sheath, and having closed lapping ends, substantially as described."

So as to read: "5. A hollow or pneumatic tire comprising an inflatable tube, confined within a sheath, and having closed flattened end portions, substantially as described."

By amending claim 8, which read: "8. A hollow pneumatic tire comprising an inflatable tube having flattened closed ends and confined within a sheath, the end portions of said tube being arranged to overlap, substantially as described."

So as to read: "6. A hollow or pneumatic tire comprising an inflatable tube having closed end portions and confined within a sheath, the flattened end portions of said tube being arranged to overlap the inflatable portions of the tube, substantially as described."

By amending claim 9, which read: "9. A hollow or pneumatic tire comprising a tubular sheath having a limited split at opening for the insertion and removal of an air tube, and an air tube having lapping end portions and confined within a sheath and having its lapping end portions separable from one another, substantially as set forth."

So as to read: "7. A hollow or pneumatic tire comprising a tubular sheath having a limited split or opening for the insertion and removal of an air tube, and an air tube having flattened end portions and confined within a sheath and having its flattened end portions removably held between the sheath and the inflatable portions of the air tube, substantially as described."

By amending claim 10, which read: "10. A hollow or pneumatic tire comprising a tubular sheath having a limited opening for the insertion and removal of an air tube, an air tube confined within the sheath and having lapping ends, and a shield or layer arranged between the said opening and the enclosed air tube, substantially as described."

So as to read: "8. A hollow or tubular sheath having a limited opening for the insertion and removal of an air tube, an air tube confined within the sheath and having flattened end portions, and a shield or layer arranged between the said opening and the enclosed air tube, substantially as described."

It is not necessary to advert to the communications between the Patent Office and the applicant, which accentuate the significance of these amendments. They speak for themselves; and they tell us—plainly, we think—that the patent which they concerned was granted and accepted upon the mutual understanding that the novelty and utility of the invention to which it related resided chiefly, if not solely, in the peculiar flattened end portions, which, finally, were specifically and distinctly described. We have italicized the especial pertinent parts of the amendments, and no discussion of them is requisite.

Upon the grounds that have been indicated, we hold that the claims in suit cover such tire tubes only as have flattened closed end portions distinct and extending beyond their inflatable portions, and these the tube which is alleged to infringe does not have. It not only does not have them in the form specifically disclosed and claimed in the patent. It does not have them at all. It does not merely alter, but utterly discard them. It ends at the point at which they, if present, would begin and is complete without them. Therefore, the question whether the existent devices, though apparently unlike, are not substantially the same, is not presented, and the doctrine of equivalence is irrelevant.

The decree of the Circuit Court is affirmed.



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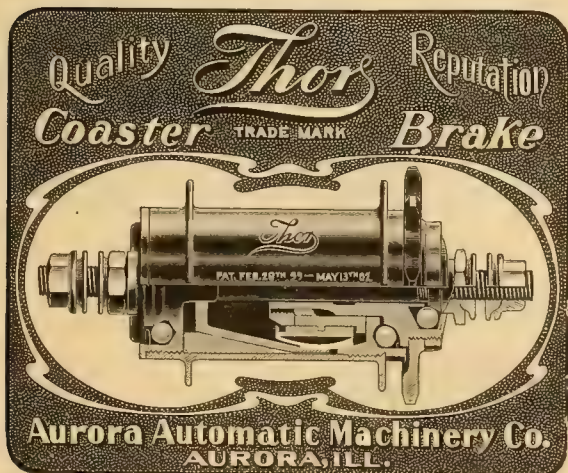
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It does not cost any more and insures satisfaction.

THOR COASTER BRAKES

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THE FINEST EQUIPPED
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Trio of Septugenarian Tricyclists.

The Zimmerman Cycle Club—named in honor of the great racing crack of former days—is an altogether unique organization located in Waltham, Mass. The roster is a small one, containing but three names, and a condition of membership is that the applicant shall have reached the age of seventy-five years.

The club was named after the "Jersey Skeeter" because, to quote one of its members, "we are so different from that speedy rider." The members are John Harris, aged eighty-three; John Clark, eighty-one, and William N. Rogers, seventy-six. They all ride tricycles, machines built especially for them, and fitted with pneumatic tires. All three men have retired from business, and are passing the remainder of their lives in a simple, healthy fashion, in which their tricycles play a prominent part.

These machines are now laid away until spring. But up to within a few weeks they were used every pleasant day, their owners being as enthusiastic as any young man. Strange to say, it was only about three years ago that they began riding, and they have covered hundreds of miles since then. They have regular called runs, nearly all of which are attended by the full membership of the organization.

The three men are all ex-employees of the big watch works at Waltham.

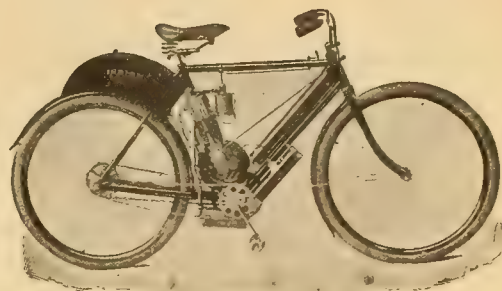
Shudder! the "Circle of Death" is Coming.

An act, bearing the rather ominous title of the "Circle of Death," is announced to be performed by two cyclists and one "strong man." The former will ride round a "saucer" at full speed, and the strong man—suspended by the legs from a trapeze—will raise them into the air by his teeth. The strong man has assumed the high sounding name of Apollo. After Reims and Paris, America is to be favored with this show.

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is an interesting one—one that has made motorcyclists and will continue to make them. Read it before you make your purchase.

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WANTS AND FOR SALE.

15 cents per line of seven words, cash with order.

WANTED—Second hand Clement Motor Cycle outfits, and Motor Cycles. Give description and price. **HARRY R. GEER**, 1017 Pine St., St. Louis, Mo.

ALL ROADS ARE EASY WHEN THE



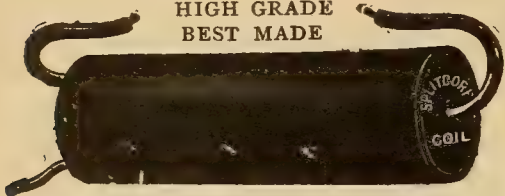
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Morse Twin Roller. Fits regular
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OILER.

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The Week's Patents.

746,279. Pneumatic seat post for bicycles. Edward Brougham, Brandon, Canada. Filed September 2, 1902. Serial No. 121,765. (No model.)

Claim.—1. A pneumatic cushion saddle post comprising an outer tubular member closed at one end, a post telescoping within said outer member, and a cylindrical capsule interposed between the inner end of the inner member and said closed end of the outer member, and having a tubular air valve projecting concentrically through a hole in the latter, whereby a pump may be externally applied, said capsule having a rigid head at its other end and resilient sides.

746,365. Bicycle lock. William T. McNary, San Jose, Cal. Filed September 24, 1903. Serial No. 174,507. (No model.)

Claim.—1. The combination with a velocipede frame bar, of a flexible connection attached thereto, a lock carried by said connection, a longitudinally movable plunger connected with the frame and operable for engagement with the lock, and means for maintaining said plunger yieldably under tension.

746,207. Repair device for pneumatic tires. John R. Vosburgh, Johnstown, N. Y. Filed September 10, 1903. Serial No. 172,635. (No model.)

Claim.—1. In a repair device for pneumatic tires the combination with a plug of elastic material provided with an enlarged head and a stem, of a non-elastic plate provided with an aperture adapted to be forced upon and permanently secured to the stem, substantially as described.

Why Exhaust Valves Break.

It is really surprising how long a time some exhaust valves will last; indeed three thousand miles is not by any means an unusual distance; other valves have a very short life and the heads pull off in a few hundred miles or so. As a rule it will be found that the stem has simply been completely burned through, and the broken parts of the stem show that they have lost all their metallic nature; this "burning up" of the valve stem results from throttling of the exhaust gases due to bad design of the exhaust port and muffler. When the exhaust has a clear passage the head and stem will not attain a higher temperature than just a dull red, while if the exhaust is throttled it will reach a bright red heat and burn the carbon out of the steel.

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AND MOTORCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVIII.

New York, U. S. A., Saturday, December 26, 1903.

No. 13

BRINGS SUIT FOR \$40,000

Mail Order House Asks That Sum Because of Bicycles it Didn't Get.

Sears, Roebuck & Co., the Chicago mail order firm, whose catalogues used to dilate on the excellence and prodigiousness of "their factories," brought suit in that city last week against the American Cycle Manufacturing Company for alleged damages amounting to \$40,000. They charge breach of contract in that the defendants failed to deliver 20,000 bicycles as it is claimed was agreed.

It appears that the proceedings grow out of a contract made in 1902 before the American Cycle Manufacturing Company went into the hands of a receiver. According to that competent authority, Colonel George Pope, the Chicago firm contracted for a certain number of bicycles and took an option on an additional quantity, agreeing to give written notice when the latter was desired; this they failed to do, and when they demanded the bicycles covered by the option, they were refused them.

Colonel Pope states that he has no doubt concerning the outcome of the action, which was practically invited.

To Wind up Keating Affairs.

To-day is the date fixed for "hearing the final account of F. A. Betts, receiver of the Keating Wheel and Automobile Company, Middletown, Conn., and for making such orders as may be necessary or proper concerning the closing up of all matters relating to said receivership." The long idle Keating factory, as will be recalled, is about to be operated by the Eisenhuth Horseless Vehicle Company, which will include motor bicycles in its production. The renovation of the plant and the installation of some new machinery was commenced last week.

Who's Flirting With Marlboro?

The Marlboro (Mass.) Board of Trade is considering a proposition from a motorcycle manufacturer to locate in that town. No names are mentioned in connection with the matter.

I. A. Weston Effects Disposed of.

Calvin McCarthy, of South Onondaga, N. Y., last week purchased the real estate, stock and business of the bankrupt I. A. Weston Co., of Jamestown and Syracuse, for \$6,075. The property consists of the bicycle and automobile parts plant at Jamesville and the nickel plating goods at that place, as well as those stored at the Syracuse storehouse.

The property was first sold separately and then as a whole. The last sale brought much more than when the goods were sold in parcels. Mr. McCarthy said that he, with his partner, Albert Spencer, would reorganize the company and commence business again with a rush. The plant, he said, would be refitted with all modern improvements and placed on a sound basis.

The Jamesville (N. Y.) Manufacturing Company announce themselves as successors to the I. A. Weston Company, whose assets were sold last week by order of the court. Concurrently the Jamesville concern gives notice that it will continue the manufacture of the Champion and Vulcane hubs, which formed part of the Weston line.

Alling Increases Capital.

The Alling Rubber Company of New Haven has certified to the issue of 240 additional shares of capital stock. The par value of each share is \$25, making the amount of the additional issue \$6,000. The Alling concern conducts five stores in the State of Connecticut, in each of which bicycle tires and other sundries are handled in no inconsiderable quantities.

Two More Transfers Recorded.

Two more transferrals of factories from the American Cycle Manufacturing Company to the Pope Manufacturing Company were recorded last week. They were the Ames & Frost and the Gormully $\frac{7}{8}$ Jeffery works, both of Chicago. The transfers were in line with those of the Hartford and Hagerstown plants noted last week.

Smith Confesses Bankruptcy.

Garrett W. Smith, of Southington, Conn., filed a voluntary petition in bankruptcy on December 18. His liabilities were given as \$3,992.17 and his assets as \$4,208.71. The liabilities include two claims of \$1,000, each secured by mortgages on real estate in Southington, included in the list of assets at a valuation of \$2,500.

STILL PRODDING CANADA

Shareholders' Lawyers Asks Some Pointed Questions and Receive Tart Reply.

The troubles of the Canada Cycle and Motor Company remain unsettled, and the attitude of the company's management appears to be that until litigation against it is either stopped or pressed to a conclusion the matter of reorganization will be held in abeyance. This is indicated in recent correspondence between William Laidlaw and W. R. Smyth, representing dissatisfied shareholders on the one side, and J. W. Flavelle, representing the company, on the other side.

Early in December Messrs. Laidlaw and Smyth sent to Mr. Flavelle a letter requesting consent for the examination of the company's books by a firm of accountants, in the interest of their clients, and enclosing another letter marked "an open letter for publication." The latter they promised not to publish if they should receive within one week the consent requested. Receiving no reply Mr. Laidlaw sent a second letter, dated December 8, in which he said:

"I expected an acknowledgment this morning of the letter of last week from myself and Mr. Smyth to you, and upon inquiry find that it was addressed generally, Toronto, and you may not have received it. I therefore enclose another copy of it, and I also enclose a copy of the letter of instructions to Messrs. Clarkson & Cross, and I expect that you will facilitate the examination of the accounts and the making of the report.

My clients cannot understand the shrinkage of \$1,744,197 in the assets of this company."

Following is the text of the letter of instructions referred to:

"Re Canada Cycle and Motor Company, we enclose for your perusal and consideration:

"1. A published report of the meeting of the shareholders held on the 3rd December, inst.

"2. Copy of letter from Mr. Laidlaw and Mr. Smyth to Mr. Flavelle.

"3. Copies of the annual reports of the Cycle Company for the year 1900, 1901, 1902 and 1903.

"We request you to examine the entries in the books, and request you to examine the

documents and accounts relating: (1) To the purchase by the syndicate from the following companies: The Goold, The Gendron, The Welland Vale, The Massey-Harris, The Lozier. (2) The options or contracts between the syndicate and each of these companies. (3) The transfer by the syndicate to the National Trust Company. (4) The transfer by the National Trust Company to the Cycle Company.

"It is supposed that the prices on the purchase by the syndicate from the companies were as follows:

The Goold	\$212,500.00
The Gendron	79,000.00
The Welland Vale.....	275,000.00
The Massey-Harris.....	300,000.00
The Lozier	475,000.00

\$1,341,500.00

"And that the price paid by the Cycle Company to the syndicate or to the National Trust Company, and by the National Trust Company to the syndicate, was \$4,740,000, and was paid in cash \$1,740,000, aid in shares \$3,000,000, making a total of \$4,740,000. And we wish you to report upon the difference between the said sum of \$1,740,000 and the said sum of \$1,341,500, or whatever other sum was paid by the syndicate to the constituent companies; and whether any other sums were paid either by the syndicate or by the company to the constituent companies either in money or in shares, and whether any commissions were paid upon any of the transactions.

"We expect that you will find that sums credited in the books of the company from sales of preference shares amount, for 25,000 preference shares at \$100, to \$2,500,000; and that the said sum paid in cash as aforesaid was \$1,740,000, leaving a balance of \$760,000.

"Our clients are dissatisfied with the directors' reports, and want further information in reference to them. We beg to point out to you that the company would begin business with the said sum in cash of \$760,000, and with assets purchased by the syndicate from the companies, and which we will suppose were worth the balance of \$1,740,000, amounting in cash and property to the said sum of \$2,500,000, free from any debt or obligation.

"In 1900 the directors reported a profit out of which they paid the dividends and carried \$25,000 to reserve account.

"In 1901 they reported a loss, after the payment of the dividends, of \$126,086.38.

"In 1902 they reported a further loss from all causes of \$136,921.68 and of \$22,138.97.

"In 1903 they reported a profit of \$29,344.90; totaling \$2,529,344.90; and deducting the amount of the said losses, \$285,147.03, which would leave a balance of \$2,244,197.87.

"We now refer to the statement of account made by the directors in the report of 1903, in which they bring forward the assets at \$1,319,639.19; and they state the liabilities, exclusive of capital stock, at \$819,639.19, which would leave a balance of \$500,000.

"The difference between the said sum of \$2,244,197.87 and the said sum of \$500,000 is so much that our clients desire some explanation about it, but they will not authorize us to instruct you to enter upon a complete examination of the entire business from the organization of the company down to the present time. They think that you may be able to get such information from the officers of the company as will enable you to give some explanation about the great difference between these two sums.

"We wish you to make application to Mr. J. W. Flavelle and enter upon the proceedings as soon as you can."

Mr. Flavelle's reply to the attorneys was made on December 10, and in it, regarding the first letter sent him as a threat, he calls upon Messrs. Laidlaw and Smyth to publish it. He adds:

"I want you and all concerned to understand that no threats will change the determination of the directors to have all such complaints as your clients have made against them passed upon by the courts rather than settled by compromise or private investigation." He further adds that the directors will welcome an investigation by the courts, but that no negotiations with litigants will be carried on looking for a settlement by compromise. Had the request for an investigation been made before proceedings had been instituted and unwarranted affidavits filed then it might have been considered. As matters now stand the investigation will have to be made in open court."

Comes the "Chrysoberyl" Finish.

A bicycle sufficiently novel and handsome in design and finish to arouse boyish delight and enthusiasm in veterans who are supposed to be blasé is not an everyday affair in these times, but one such was recently received at the Pope Manufacturing Company branch at No. 12 Warren street, New York. It was the new racing wheel, a grand embodiment of lightness, speed and strength, with lines that suggested the graceful fleetness of a greyhound and a coat that glistened with almost blinding brilliancy. The wheel showed a superb bit of finishing work, the tubing being enamelled in a new combination called "chrysoberyl," or "golden ruby." It is something like the "translucent" finishes, but superior to them. The lines of the wheel, the perfect finish in every detail and coloring combined, produce an effect unusually beautiful, and it was good for the lovers of such things to see the genuine ecstasy with which the veteran Elliott Mason handled the new model and admired it and to hear him rhapsodize upon its magnificence.

Comes the "Chrysoberyl" Finish.

"Isn't that the handsomest thing in the way of a bicycle, you ever saw?" he exclaimed. And every one present agreed that it was.

Germans Charge Unfairness.

The German League of Industry is to investigate the alleged unfairness shown by the appraisers of the Port of New York and elsewhere in the United States to German manufacturers in the appraisal of imports. To this end it has invited every Ger-

man manufacturer who thinks he has a just cause of complaint against the administrators of the American tariff law to send full information about the matter to the league. When all the evidence has been collected in support of the alleged unfairness, such a protest is to be made as the Germans think will have effect.

Where "Phenomenal" Trade is Expected.

A Melbourne importer, writing to an English contemporary, makes out that trade in the Antipodes during 1904 should be remarkably good. He says:

"Trade prospects for the coming season, as far as Australia and New Zealand are concerned, are very good, and I fancy this will be a phenomenal year. I am working, with my staff, as hard as possible to cope with an ever-increasing business in cycle material, and am at my wits' end how to supply the demand for the rapidly expanding motor trade; and considering the bad times our country has gone through, owing to droughts and a little too much government, it makes matters all the more remarkable."

After telling us that he has just returned from a little business trip to Wellington in New Zealand—a trifling journey of 1,800 miles each way—and jotting down a few of his experiences by the way, he says: "In the Maori capital, and indeed all through New Zealand, trade is booming, and owing to the splendid seasons and high prices the settlers have obtained from their beef, mutton, wool and general produce, the country is rolling in wealth, and everything is sold at about 25 per cent. higher retail than in Australia. Wages are high, first class cycle mechanics being greatly in demand; and workmen—folk who take their coats off and put their shoulders to the wheel—are having a very prosperous time; though living is correspondingly high, and house rent and clothing are dear. The climate from Wellington to Invercargill is much the same as you get in England—wet and cold in winter, with plenty of snow and ice.

"Bicycles in New Zealand are sold at a big price. Local made machines, mostly built of Eadie and B. S. A. fittings, £18 to £22; other fittings, £16; Humber bicycles, £30, and Rudge-Whitworth, Swifts and Masseys, £25 to £30. I found since my last visit that the locally built or assembled machine is taking the place of the imported whole bicycle, owing, no doubt, to the fact that the builder advertises his own wares with his own transfer on. Also, that he does not have to pay and exorbitant price for the duplicate fittings."

Funke to Leave Broadway.

A. H. Funke, the New York jobber, will remove from his present Broadway address to No. 83 Chambers street on January 1. The new place, which extends through to Reade street, will give him much needed elbow room.

ERIE'S BIG TIRE PLANT

Continental Works Begin Operations—Facts About its Size and Equipment.

Having been granted broad patents on not only single and double tube tires but on inner tubes, each containing features peculiar to themselves, the Continental Rubber Works, Erie, Pa., are now turning out a full line of those articles, not to say a number of specialties. They are producing at this time some 500 tires per day. When under full pressure the factory will have a capacity of 1,000 pairs per day.

The plant itself covers two full city blocks and is located in the heart of Erie. It

air compressor, one 1,000 light dynamo, driven by Erie City engine; and boiler house consists of 1,000 H. P. Erie City boilers, complete with heaters, condensers and pumps. The buildings are lighted throughout with electricity and natural gas supplied from two wells on the property, and are all equipped with elevators, making in the aggregate one of the finest plants of the size on the country.

The company is capitalized at \$200,000.00, and includes some of the most influential business men of Erie.

Innovation in Motorcycle Steering.

In its way, quite the most novel departure in motorcycle construction that has been made is the use of a wheel for steering in-



was purchased outright, and is the property formerly owned and operated by the Black Mfg. Co., manufacturers of the famous Tribune bicycle. The plant is a model of the heaviest mill construction and covers about two and one-half of the five acres of land. The main building is 161 ft. long, 51 ft. wide, three stories and basement. One building is of steel construction, 151 ft. long, 50 ft. wide, three stories. One building 55 ft. long, 40 ft. wide, four stories and basement. One building 100 ft. long, 50 ft. wide, two stories and basement, besides a power house 50 by 50 ft and boiler house 30 by 50 ft. The factory has N. Y. C. & St. L., Pennsylvania and Lake Shore railroad connections, and a switch which permits the unloading of coal directly into the boiler house and all of the raw material directly into the building is one of the conveniences. The buildings are all brick and steel construction, and have cemented basements. The machinery is all of the latest and most modern construction. The rubber mill machinery consists of two of the largest calendars ever built, together with some of the largest mills made, and is 150 ft. long. This is directly connected with a Brown-Corliss engine of 500 H. P., and in addition to this the power plant consists of 10x12x12 Duplex

stead of the usual handlebar, which the Great Western Mfg. Co. are employing on the American motorcycle, which they are about ready to market. The illustration shows how it looks. There is wide diversity of opinion as to the merits of the innovation which usage only will settle. Save for this device the bicycle is made up of the Thor motor and Thor parts.

Large Advance Orders Booked.

"One thing I can tell you about the trade outlook is that the initial orders from the agents are wonderfully big," said Elliott Mason, the veteran representative of the Pope Mfg. Co. at No. 12 Warren street, New York, in response to the Bicycling World man's query of "What's new?"

"I was over at headquarters the other day looking over the orders, and, honestly, I was staggered. It is not only that they are so generous in size that great confidence is indicated, but they are for high grade goods. Last year there were a lot of old stock and odds and ends on hand, and the dealers went in heavily for these, but now that the old stuff is cleaned up they are buying straight goods, and the top qualities.

"Another thing—there has been a really good holiday trade. We have sold more wheels for Christmas than in several years past."

WHY PIERCE IS CHEERFUL

Buffalo Maker Talks of Trade Conditions and Points a Way Worth Following.

"How's business" echoed rugged George N. Pierce in answer to a Bicycling World man's query one day last week. The bushy eyebrows knitted, relaxed, and the bright blue eyes twinkled as the sixty years young head of the George N. Pierce Company reached over and picked up a letter that had just been opened. It was from a Pierce traveller and read about as follows:

"For the first time since I have been out I 'fell down' to-day, and in consequence feel rather badly. Our agent at this place is a jeweler and told me to get to h— out of the place until after Christmas."

"This man has been out since the day before election—over a month," continued Mr. Pierce, "and the letter speaks for itself. Further than that we can only say that Pierce cycles are coming into their own year after year. And why shouldn't they," he went on, "it is merely a triumph of common honesty. Since the first Pierce bicycle was built we've never made a wheel that wasn't a credit to ourselves and to the man who bought it. We've fathered more improvements, enduring improvements, than nearly all the other makers put together, and the time was bound to come when trade and public realized it. That time seems to be at hand, and naturally we feel happy that it is."

The personal attitude of George N. Pierce toward the bicycle business ought to be an object lesson to some of the younger men of the trade who have forsaken the bicycle for the newer and more dazzling god—the automobile.


The George N. Pierce Company, as everybody knows, build an automobile, one of the best in the world, yet the veteran head of the company relinquished its management to other hands, preferring to give his time and attention to the bicycle. And to it he holds such an enthusiasm and faith calculated to put to blush the weaker hearted ones who complain that "they can't get interested in the bicycle any more."

Scotch Verdict for Hurst.

"Not guilty, but don't do it again," was virtually the verdict pronounced on Charles S. Hurst, a Worcester, Mass., cycle dealer, who was arrested charged with receiving stolen property. He acknowledged having purchased for trifling sums articles of jewelry brought him by a boy employed in a local store. He said there was no reason to suppose they were stolen. In discharging Hurst the judge remarked that he should have used better judgment.

Morgan & Wright have opened a branch at No. 1067 Mission street, San Francisco, Cal. F. W. Paige is in charge. A full line of Morgan & Wright goods will be carried there.



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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, DECEMBER 26, 1903.

"It's easy enough to be happy
When life moves on like a song,
But the man worth while
Is the man who can smile
When everything goes dead wrong."

Bear it in mind while giving utterance to the universal and too often unmeaning "Happy New Year!" Wishes do not make prosperity. Faith, earnestness, enthusiasm and work will.

Value of the "Know How."

That the "know how" is an extremely valuable business asset is not always understood by people concerned in the matter. They seem to think that knowledge is acquired at random and without difficulty.

Into a store not long ago came a rider, a stranger, in distress. He had a puncture which he was unable to locate; and he was in a great hurry. Could the dealer fix him up at once? Out of the goodness of his heart, and a regard for the silver accruing in consequence, the dealer did so. He took one of his men off his job, gave him the

new one and told him to go to work. With every appliance at hand, water tank, patching rubber, friction cloth, cement and French chalk, he set to. By good fortune, aided by knowledge, he located the trouble, remedied it and had the tire in order almost in the proverbial jiffy. Out the machine went to the store and into the hands of the surprised customer, with a statement that the charge would be 50 cents.

Instantly a protest was lodged. It was too much. It had not taken more than five minutes, and so on, ad lib., ad nauseum.

That man could not see that the dealer was making a legitimate charge, commensurate with the knowledge and skill displayed. Without them the rider was unable to repair the tire. The dealer put through a rush job, disarranged his work and by chance did the job quickly. Was he not entitled to a suitable remuneration? Certainly, viewed from any common sense standpoint.

The example is but one of a thousand that might be cited. Big things as well as little are among the number, and they all hinge on the same pivot—knowledge. The cycle tradesman is as much entitled to a fair remuneration for his knowledge as any one else, and the rider who contests this right, while at the same time standing out for the uttermost farthering in his own dealings, is both shortsighted and inconsistent.

The Other Extreme.

There was a time when the rider was prodigal of his demands on the dealer; and the latter, in turn, passed the demands, or as many of them as he decently could, along to the maker, who honored the drafts. All three knew that they were not fair demands, the transaction not a businesslike one. Yet each persisted in it, one because he would, the other two because they must.

No such practices exist now, or could exist for a moment. The business would neither stand nor "stand for" them. They belong to a day already dim and distant. From the point where there was almost no limit, to forbearance we have passed to one where forbearance plays small part, or is not even known.

The rider of to-day expects few or no favors from his dealer. Thereby he escapes disappointment. Even the guarantee is hard to stretch to cover cases which a few years ago would have gone through without question. If a breakage occurs—and this does not often happen—there has to be very plain evidence of a defect to secure replacement. As for the multitudes of little things which

are liable to happen and do happen unless the machines are well made, no one ever thinks of putting in a claim for them unless they occur when the machine is almost new.

More businesslike and workable as the present system is, it is not an especially agreeable one. The milk of human kindness has not quite dried in the majority of breasts, and one cannot help feeling that a greater display of cordiality would be beneficial and impart a sympathy that is now lacking. All buyers of bicycles do not purchase with a utilitarian purpose alone in view, as men do clothes to cover their nakedness or shoes to protect their feet from hard pavements. They look for pleasure as well as service, and a little geniality is by no means out of place.

In some quarters there is a feeling that there is too much of a cut and dried air about the making, selling and riding of bicycles to be good for the business. There's no romance in nails, for example, and no amount of striving could inject it. But there is sentiment in bicycles, and the keener the rider's interest in their fine points, and the nearer an approach to respect and even affection for the machine is felt, the better it will be for both parties.

The Lost Opportunity.

How many dealers are there, we wonder, who, now that the holiday season is over, can sit down and congratulate themselves on the volume of business transacted by them? Or survey the campaign they planned to draw into their stores a portion of the overflowing holiday buying crowd? Not many, we will wager.

Yet who is there to blame if callers were few and sales fewer. Not the buyers who went elsewhere, surely. They may never have thought of bicycles when making up their lists of purchases or searching for the "something suitable" for the boy or girl or the other recipient of goodwill offerings. Perhaps they would have welcomed the suggestion with joy to be relieved of an exceedingly difficult task.

There was more than one way of giving this hint. "No money for Christmas advertising," some short sighted tradesmen undoubtedly exclaim, forgetting that such exclamation is quite as illogical as it would be to say that they had no money to buy goods. But that is not all. Conceding, for the sake of argument, that such plea is valid, is there no other way of letting people know that bicycles are seasonable gifts? Are there no windows in the store, no holly and pine

and mistletoe to deck them with, no tempting juveniles or similar machines to crown the display? Few will contend that such is the case.

The truth is, the world has a habit of taking a man at his own estimate. If he sulks in retirement people are not going to take the trouble to seek him out and force trade on him. If he wants to sell goods he must let people know he has them to sell. By too great a self-effacement he repels trade, and it goes to some more enterprising merchant.

Coaster-Brakes and Scorchers.

It is a mooted point whether, as some people contend, the use of a machine equipped with a coaster brake slows a rider. The contention is divided into two heads: First, that one pedals down hill faster with a fixed gear than when coasting; second, that one rides better, and consequently faster, if there are no interruptions of the act of pedalling.

As to the first assertion, that is easily refuted. If the rider is a scorching, and aiming for speed, he will probably take the down grades at a faster pace than one who coasts. But most riders do not pedal down hill, even with fixed gear machines. They usually let the machine run, merely following the pedals as they go around. If the hill is a strange one, or rough or stony or very long or steep, they will retard the speed to a rate which they consider safe. With a coaster brake machine, however, they know that it is under perfect control and let it run free. Thus the average pace is nearly that of the machine running under the influence of its own momentum; sometimes it is accelerated by a few pedal pushes.

The other contention—that interruptions to pedalling always result in a slackening of the average speed—is almost as old as cycling itself. That there is a measure of truth in it may as well be admitted, although it applies almost entirely to speed riding. When travelling fast a rider does better work if the continuity of his pedalling is preserved; any interruption throws him “off his stride,” to borrow an equine expression, and lowers the average of his performance.

But the coaster brake does not appeal to speedmen, and were they the only riders it would have a hard row to hoe. Its field is found among an entirely different class, composed of riders who take things easy,

and, while not utterly abjuring “scorching” yet indulge in it only occasionally. They derive enjoyment from both pedalling and coasting, and pass readily from one act to the other, resuming one just as soon as they discontinue the other, and without inconvenience of any kind. So far from speed being interfered with there is every reason to believe that it is aided—that the rest the rider obtains when coasting enables him to resume pedalling with renewed vigor.

Extent of Refining Process.

One of the little things which show how thorough is the attention being given to details by manufacturers in these days, and emphasize the fact that the process of refinement is still going on, is the harmony in color that is to be found between the enamel of the frames and the rims on the 1904 models. Generally speaking, all the makers are this year following the practice of having the rims enamelled the same color as the body of the frame. As the work on the frame and rim is done in different factories, the perfect matching of color and finish between them in the majority of cases, which is so striking that dealers are remarking upon it, shows that great attention has been paid to this detail, and, furthermore, that uniformly good enamel is being used. There are points in the process of refinement that, little though they are, count in service, and dealers should not fail to impress them upon buyers.

Keep Up With the Procession.

The world is doing better than it did some time ago.

We've learned some useful things our grand-sires didn't seem to know,
And, by the information which experience has gained,
A number of mysterious things are readily explained.

Why did the flow'ret blush unseen amid the desert air?

Why have some sages lived unknown in attics chill and bare?

Why is reward withheld from men both talented and wise

The answer is as plain as day: They didn't advertise.

To merely take the light from 'neath a bushel will not do.

You've got to keep it blazing where the passing throngs may view,

No matter what your walk in life, this fact you can't disguise:

You'll be dropped from the procession if you do not advertise.

—Washington Star.

Royal Arcanums Elect Officers.

At the annual election of officers of the Royal Arcanum Club of New York, the following were elected for one year: President, Uriah W. Tompkins; first vice-president, J. F. Richards; second vice-president, G. D. Hannigan; secretary, W. E. Holloway; financial secretary, E. M. Bradford; treasurer, W. G. Hoff; captain, W. F. Seaman; first lieutenant, W. C. Medhurst; second lieutenant, T. F. Porter; first sergeant, John Chalmers; second sergeant, J. M. Angus; third, C. J. Petersen; color bearers, E. Platz and I. Worschofsky; buglers, A. A. Rosander and C. Claro; surgeons, Drs. T. K. Tutthill and E. F. Hitchcock; board of directors, Thomas O'Brien, W. J. Cronin, S. T. Horton, J. F. Forsyth, C. E. Reese, W. F. McConnell, E. F. Hitchcock, T. I. Cranz, J. R. J. Ryan, G. D. Hannigan, K. S. Drake, H. M. Duncan, J. L. Sheerer, C. H. Palmer.

Seventeen Prizes for Midnight Race.

Seventeen prizes are offered for the annual midnight race of January 1 of the Century Road Club Association from Bedford Rest, Brooklyn, to Tom West's hotel at Valley Stream. The Jones trophy will go to the winner of the race, besides the first place prize, and a solid gold medal will be given to the rider who lowers his record. The Jones trophy was won last New Year's Day by Rudolph Schwartz, of New York, who was killed last fall while training for a road race. The record for the race, of about fifteen miles, is 42 minutes, made by A. Anderson, on January 1, 1902.

The Brooklyn district of the association will have a housewarming on January 9 at its new quarters, No. 983 Eastern Parkway, Brooklyn. On February 9 the district will hold its first annual ball at Palm Garden.

The Smile on the Captain.

A quiet smile was being passed around in New York cycling club circles during this week because of the highly commendable and successful effort of the captain of a very prominent cycling club to give cycling and his club a boost together in the metropolitan daily papers. He wrote a long letter and manifolded it and sent it to all the dailies. Several of them used it. The letter declared that cycling was not dead, and extolled the beauties and virtues of the sport. Then the address of the writer's club was given, the price of the dues and a cordial invitation was extended to all cyclists to become members. It was an excellent letter.

The smile is due to the fact that the gallant club captain who wrote it all had his wheel stolen a few months ago and has not ridden since.

Motorcycles at English Shows.

At the two English cycle shows, the Stanley and the National, there were exhibited 623 motorcycles—nearly double the number exhibited the year before.

GRIST FROM THE GRIND

Some of the Interesting Incidents and Comment on the Six Day Race That Did Not Form Part of the News.

While the six day race of 1903 has passed into history, it is still the uppermost topic of talk in cycling circles.

The feature of the event most discussed is the slowness of the average pace and the lack of successful attempts to gain a lap, or to separate some of the leaders from the bunch and leave them a lap behind. It is generally agreed that the race showed the lack of a general, some one to tell the riders what to do and to lead the way at the proper time. The absence of Floyd McFarland from the list of competitors is generally declared to be the reason for many failures on the part of riders to take advantage of opportunities that were palpable to all. Time and again there were chances when one of the leading teams might have been dropped behind by a shrewd taking advantage of the condition of the team, but the riders lacked a leader and rode an aimless spiritless race. If McFarland had been on hand it is believed there would have been more sprints, the average pace would have been faster and the score not so far behind the record.

In the latter part of the week both Butler and Munroe were riding weakly, and were repeatedly in danger of falling behind. Here were the two most promising and dangerous teams in the race with a weak end to them, and it was frequently commented that with concerted action both Munroe and Butler might have been lapped at most any time. There is no doubt in the minds of most good judges who were present that Munroe twice saved himself from being lapped by falling at a time when he was losing ground that he was not strong enough to regain. The last time this happened was on Saturday night. Walthour relieved Munroe, and then the riders lost an opportunity that would hardly have been wasted had McFarland been in the race. The riders started a sprint when Walthour relieved Munroe as if they saw the chance, but they quickly gave it up instead of maintaining it. If they had kept it up with a systematic shifting of partners the probable result would have been that Walthour would have been lapped or had the sprint taken out of him that he used so effectively a little later in winning the race. The other teams could have had their mates relieve them, but Munroe's condition was such that Walthour would have had to ride it out alone. If Munroe had relieved him he would have lost a lap, and riding a long sprint alone against men being frequently relieved would have been pretty sure to have tuckered Walthour out. The Leander-Butler team would have been in pretty much the same fix, for Butler was in no condition to hold his own in a protracted spirit.

As an illustration of how little it took to

form the basis for a big headline story of "Rider Crazy," the true account of Benny Munroe's madness will be interesting. Starter Copland was temporarily absent from the track when it was approaching time to start some short races. Different officials scurried about to get something to start the riders with, and one returned with a policeman's pistol containing blank cartridges, while another brought back a small tea bell. The pistol was used, of course, and L. V. D Hardenbergh of the Century Road Club Association took the bell and was ringing it playfully when the string of slow riding racers came past. Bennie Munroe grinned when the bell was rung at him and stretched out his hand to take it. On the next lap around Hardenbergh handed the bell to Munroe, who rode around for several laps ringing it in the ears of riders as he passed them. The penny dreadfuls of the evening blazed forth with the news that Munroe had become a raving madman and imagined himself a car horse and so on. Benny merely felt so good that he was playful.

An opportunity for a story of a rider crazed by suffering that was missed because the gifted writers of those yarns did not happen to be present when the incident occurred. One afternoon in the latter part of the week Franz Krebs found in the basement an old silk hat with the crown broken, and, pulling the top of it off, he clapped the rim on his head to give him luck as he went out on the track. He rode around awhile wearing the ridiculous rim, and when the six day men were ordered off the track to the flat in order to let some short races go on Krebs took the rim from his own head and slapped it on to that of one of the foreign riders. This would have been a sure sign of insanity had the proper purveyors of sensational journalism been present.

A mildly amusing incident that escaped publication in the dailies occurred on the second day, when Newkirk showed an inverted superstition regarding his number, 13. Kramer and Fenn, who started in the race to ride only six hours and had quit on time, had during their riding shared the training quarters of Newkirk and Jacobson. Fenn left his riding suit behind, and on Tuesday Newkirk, after a nap, pulled on Fenn's shirt by mistake. It had the number 32 on it, that had been Fenn's number in the race. When Newkirk reached the track some one noticed the number on the shirt he was wearing and called his attention to it. Newkirk started to go back to his quarters and change the shirt. His trainer told him to go on, but Newkirk refused to be hoodooed by leaving off his number 13. He tore the 32 sign from his back and would not mount his wheel until his own number was brought out and fastened in its place.

The newspaper men who were busy manufacturing sensations finally succeeded on

Friday in getting something tangible by having the police "butt in" on the timing of the men, but the whole thing was more comical than otherwise. The reporters, who wanted the story, told the police they were sure the law was being violated by some of the men riding more than twelve hours in twenty-four. The management, of course, offered every facility for investigation, and the reporters succeeded in having a couple of cops detailed to keep a tally of the time the riders were on the track and off. One cop kept the record for the first twelve hours and then the other went on for twelve hours. The joke of it was that the one man on duty was to keep a record of every change of team and the time it occurred and figure out the amount of riding done by each rider. The policemen sat in the scorers' box, and their detective work was based on the figures given them by the official scorers, and by Saturday the figures came out so that the cop with great officiousness announced that Butler could ride no more until 4:30 p. m., because he had ridden his twelve hour share. This was all that was needed for a giant headline about the police topping riders.

A professional opinion on how hard the men were toiling and how much they were suffering was extracted from Eddie Cannon Bald on the last night of the race. Eddie was perched on high with some newspaper men watching the race, when one of the scribes said to him: "Eddie, how much money would you want to go into such a race and ride for a week?"

"Well, if I really needed the money, I'd do it for \$20. This isn't a punishing race. I'd do it for that if I was hard up."

A man who had his hands full was Victor Breyer, who exercised a fostering care over his fellow countrymen from La Belle, France. The trouble began early in the week. A strong desire to quit the race manifested itself in Simar's and Breton's breasts on Monday. It took the form of disinclination to go on the track when their turn came, as well as an ardent desire to quit it ahead of time. With many shrugs of the shoulders and exceeding volubleness they made plain their belief that they were being overworked. Simar, who was known to possess a yellow streak, was the worst of the lot, and it was not long before he got his partner, Gougoltz, started down hill. The latter was called on to do more than his share of the work, and he soon showed the effects of it, mentally and physically. Breyer soon gave up the task of endeavoring to keep Simar in the race, turning his attention to Gougoltz as the more likely stayer. By pairing him with the strongest Frenchman it was thought that there was a chance of being in at the death.

A curious complication arose at this point, however. It was proposed to pair Gougoltz with Contenet, but it was soon found that there was an obstacle in the way. Breton was in a bad way, apparently, but he would

not listen to the talk of retiring if his partner was to be paired with any one else. He was not told that such a project was entertained, but he became suspicious and the thought rankled in his mind. Breyer was "foxy," however—diplomatic, he termed it. He resolved to bide a bit.

"If Breton learns that we want him to retire so we can pair Contenet with Gougoltz," he confided to the *Bicycling World* man, "he won't do it. The mere suspicion of such a thing has made him furious. But he is ready to drop out if Contenet does. So I shall wait and see if we can't get him out peaceably."

In one sense Breyer's ruse was unsuccessful, for Breton stuck to the grind and, with his partner, Contenet, finished the race, being up with the leaders at the finish. Apparently, too, Breton was the fresher man of the two. The failure of Breyer's plan really helped the Frenchmen's chances; for there was no change in the team and no consequent lap penalization. Gougoltz was paired with Rettich after Simar quit, and then with Frantz Krebs, both of whom also quit, leaving Gougoltz the only man of them all to preserve a clean record.

As stated, however, Breyer had a hard time keeping the Frenchman on the track, and only constant confabs at the trackside or cotside prevented an exodus in the early stages of the race.

The tremendous crowds that flocked to the Garden every day of the race were a source of much marvelling by regulars of the race-track, who found the contest dull. It is thought by many that the crowd was due to the frequent sprints of last year's race, and that the people kept coming in hopes of seeing some excitement of the sort. It is also considered that if this was the case, the attendance will be lighter next year because of the disappointment of the race this year, and that something must be done to make the affair levelier.

An incident of the crowd on the first night had a Park Row printer for a principal. He was on the floor of the infield and got caught in a tremendous crash of struggling humanity. His breath was nearly squeezed out of him when he heard a crackling noise in his bosom. Using all the lung power he could summon he cried out: "Back! Back! My ribs are broken! Call an ambulance, some one!"

The crowd eased up on him, and with his face pale from fright he put his hand under his coat to feel his broken ribs. He found three 10-cent cigars badly broken, and his fright turned to anger because of the 30 cents extra the show had cost him.

Deadly dullness marked the greater portion of the week for the purveyors of lurid tales for the "yellow journals." One of the exponents of this class was encountered by the *Bicycling World* man after usual midnight on a day when the crop of

harrowing happenings had been smaller than usual, wearing a most doleful expression.

"Got your story written?" he was asked.

"Written, hell," was the reply, made with a studied quietness that spoke volumes. "It was written, but it has got to be written again. The office has wired me that it's too tame."

"What was the matter? Not enough thrills in it to suit your people?"

"Yes, that is it. I told the truth, and evidently that is not what they want. I said that the men were plugging along, watching each other and waiting for some one to go out for a lap. It has been a quiet day and there was not much to say. But I've got to go to work and imagine some things," and he turned to a table in the press stand with a disgusted and preoccupied air that showed he was beginning to "imagine."

It was this same journal that at the 1902 race sent its man at the Garden a message something like this: "Write a story to go with headline, 'Mrs. Walthour, in tox at trackside, encourages her husband, crying, 'Go on, Bobby, go on.' And the story was written "out of the whole cloth."

Some surprise was caused among those who knew Gougoltz's former likeness for posing that his face did not appear more numerous among the snapshots of the riders taken at frequent intervals throughout the week. The reason is a very simple one. The other riders were willing to submit themselves to the snapping process gratis. Gougoltz, however, did not come to this country for the benefit of his health. The American dollars were the object of his pursuit, and, since the race was not progressing very satisfactorily, as far as he was concerned, he placed a value on his phiz. His price was \$2. For that sum any one who wanted to snap him could do so once. This tariff ruled throughout the week. Therefore Gougoltz's picture was conspicuous by its absence.

The "Irish team"—Moran and Keegan—came in for a great deal of sympathy. They were penalized a lap as a result of the retirement of their respective partners, McLean and Turville, and, strive as they would, were not able to win it back. When, on Saturday evening, it was announced that they would be called from the track five minutes before the finish, there were cries of "Give them a chance!" from the galleries, and only the announcement that the rule making this necessary had been in force four successive years availed to still them.

There was considerable friction developed between the two men, although it never came to an open rupture. Keegan was wild to force the fighting all along the line in order to regain the lap. "Do or die" was his motto, meaning that he favored perpetual hammering away until a weak spot was found and a gain made. If they killed themselves in the attempt—figuratively speaking, of

course—and failed, they were no worse off, as the best they could do was get eighth money, while if they wore out two or three of the weaker teams it would be so much clear gain.

Moran, however, held that tactics of this kind were useless, that all must be lapped or none, and that only a sprint would win it. The two men wrangled over this for two days, and Moran finally carried his point.

There are not wanting good judges who think that Keegan's plan was the better and the more likely to succeed. A waiting game suited the leaders, and did not suit the two lapped men. There were weak spots—notably the Frenchmen and Monroe, and a determined and sustained assault might very easily have put an entirely different face on the matter. But the opportunity was lost, and Keegan and Moran had little to show for their long ride.

Leander's father was present the greater part of the week, and he proved himself a fond and indulgent parent.

"My boy is all right," he remarked to the *Bicycling World* man one night. "He likes to race, and I let him do what he wants. Win? Of course he'll win. Look at him! Sound as a dollar, barring a cold, and ready to go twice as fast if need be. But, then, that is the way with all of us. He is one of eight children—I believe in President Roosevelt's race suicide theory, you see—all of whom are alive and well. Never lost a child, and seldom had sickness in the house"—and so the proud father rattled on without stopping to take breath. He described himself as being fifty years old—he does not look much over forty—a native Chicagoan and a successful business man whom nothing ever worried.

Before he finished speaking his young hopeful came over to the press stand to see him. He had come out preparatory to relieving Butler, and his throat was swathed in bandages.

"Here's a ticket, dad," he began hoarsely, "on So-and-So's. It's for a lockie I've got there, see? And the ticket's up to-morrow, see? So I want you to go there to-morrow morning and pay him \$5 and take it out. I wouldn't lose it for a great deal, so you must attend to it to-morrow morning, see? Just tell him it's from George and give him that ticket and he'll let you have it. See?" and he waddled off, the tails of his bath robe swinging around his legs as he walked.

His father held the ticket in his hand and followed his retreating son with his eyes, while his expression said as plain as words, "Ain't he a devil of a fellow, now?"

Late as it is, one important race is still to be run before the California season of 1903 is brought to a close. The event is a triangular team race, the Bay City, Oakland and New Century clubs being the contestants. It has been several times postponed on account of bad weather.

DON'T LIKE LEATHER

Motorcyclists Discuss Subject of Clothes and Reach Some Commendable Conclusions.

"Motorcyclists' Clothing" was the topic discussed at the New York Motor Cycle Club's bi-weekly "talk" on Wednesday night. There was quite general agreement that the leather garments which have been the vogue had about run their course. As one speaker expressed it, they now practically constituted the badge of the "hired man"—the chauffeur. His employers rarely wore them. If they are warm in winter they are unsuitable for summer wear, and at all times they are not such as the average man desires to wear in a hotel dining room. They show the dirt readily, and when old or creased, appear disreputable.

The so-called "automobile cap"—the one of the German students pattern—was condemned unanimously. Few of the club members now use it, and all agreed that the light, flat cloth cap with flaps that lap over and are secured on the crown when not in use on cold days, is not only "dressier" but more comfortable and more generally serviceable.

The only thing of leather that was favored was leggings. Those of the "overall" type that reach the hips were frowned on, and short flexible ones reaching only to the knees were recommended. Snap clasps instead of straps and buckles were favored, and the legging generally was considered worthy of encouragement because it permitted men to ride on short notice and did not necessitate a change of trousers—a procedure that frequently caused riders of bicycles and motorcycles to forego an evening spin. The canvas legging had no defenders. It soils too easily and shows oil stains too plainly to be really useful.

The proper cloth for motorcyclists' wear provoked much discussion. The need for a material that would not readily show dust was generally appreciated, and when boiled down the opinion of the meeting was that a "pepper and salt" mixture was the one adapted to best serve the purpose. There was also a very decided sentiment that motorcycle manufacturers could contribute to the minimizing of the dust evil and the cleanliness and comfort of riders by equipping machines with longer mud guards than those now employed, flared wide at the ends, or to which dangling, stirrup-like leather flaps might be attached. These leather flaps are in extensive use abroad. They just clear the ground, and one of the members present at the "talk" who had used them said he found them splendid "short stops" for both mud and dust.

Goggles constituted another feature of the motorcyclists' outfit that was argued at some length. A small minority held that they rarely were really necessary, and at all times were hideous and lent the appearance of

highwaymen to the users. All agreed that the mask or half mask was in this category, but most of the speakers maintained that an eye protector of some sort was necessary, although it came out that, curiously enough, for night use goggles of any sort are worthless, if not dangerous. Several of the men present who wore spectacles said they found them to be all the protection needed, and while the opinion was not unanimous, it was in the majority, that enlarged spectacles with concave lenses of plain glass would prove ample for all practical purposes and make the rider look more like an ordinary human being than is usually the case when goggles are worn.

As a result of the evening's talk it is likely that the New York Motorcycle Club will

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SOME LEAKY TIRES IS
TO PUT INNER TUBES IN
THEM, THUS MAKING
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adopt as its uniform a cloth suit of "pepper and salt" mixture, with cap to match, the coat to be of the half Norfolk style, "and with plenty of pockets, both inside and outside," as one member expressed it. Black stockings for summer wear and black leather leggings for winter were urged, and it was suggested that if any member did not find a sweater sufficiently warm in cold weather that a leather or chamois vest would serve the purpose. But whether or no, there was small dissent that the leather coat must go.

Exodus to Europe Likely.

The success of a few riders in making money in Europe during the summer has excited the cupidity of so many American racing men that there is danger of there not being enough good men here next summer to make a respectable showing at the St. Louis Exposition. Besides Walthour, Bardgett and Root have signed contracts to race in France. Hedspeth and Dove are going over on speculation, and, judging from the talk among the riders, half a dozen others will do the same thing. McFarland, Lawson and Taylor, who are now in Australia, are going to France from there.

Champion Frank Kramer seems to be about the only one who hasn't got the European bee in his bonnet, and he continues to refuse good offers to go to France.

WALTHOUR A PIONEER

Of Atlanta's Bicycle Messenger Service, a Profitable Institution Worth Imitating.

An interesting story of Bobby Walthour's beginnings as a bicyclist is told by Ed. Spooner. According to Spooner Bobby first began his speed and stamina at cycle riding as a boy employed in messenger service in Atlanta, Ga. In that city there are half a dozen or more men and firms engaged in conducting bicycle messenger service systems. They are well organized, and the tariff is so low that they do an immense business. One can have a package of ordinary size delivered anywhere in the city for 10 cents, and of this the boys who carry it get three cents. The business, Spooner says, is a paying one, and there is lively competition between the managers of the different systems and between the boys. The messengers are not like the traditional boy of the comic papers. The more they do the more money they make, and they keep on the move.

Walthour, although born in New York City, was brought up in the South, partly in Savannah and partly in Atlanta, and he was a star member of the bicycle messenger service in Atlanta, and eventually developed such prowess that he took to the racetrack with the success that now the whole world knows about.

Walthour, according to Spooner, intends to open a quick-lunch establishment with the money he won in the six days race.

Reading's Active Club.

Reading, Pa., has a live club of cyclists in the Independent Wheelmen, whose organization dates from May, 1902. It was formed for riding purposes only, and Alvin Miller, the secretary, keeps a full account of all trips, accidents, incidents, etc., coming to his knowledge in connection with members of the club.

The official riding season of the club for 1903 opened on Sunday, March 21, and closed on Sunday, November 15. There were regular club runs on thirty different dates, with short trips of ten miles or so on every suitable evening. Some of the members made extended individual trips during the season, and Ray Lachman, one of the most enthusiastic and one of the speediest members, rode to Philadelphia and back twice every month. Four members of the club propose to make a bicycle trip to the St. Louis Exposition.

The club had a standing challenge to any other club of twenty riders during the season of 1903, which will be repeated in 1904, for a club race of not less than twenty-five miles, and on any road within fifty miles of Reading. The idea of the race is that the riders of both organizations start twenty miles from Reading, and the club getting the most men to Reading first wins the race. The rules are to be made up by the competing clubs.

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STILL AFTER THE \$50,000,000

New York State Supervisors Are Seeking Good Roads in Earnest.

The annual meeting of the New York State Board of Supervisors was held at Albany last week, Chairman W. Pierrepont White, of Utica, presiding.

It was decided to press the constitutional amendment permitting State bonds to run for fifty instead of eighteen years and the issuing of \$50,000,000 good road bonds, both of which propositions passed the last Legislature, and will have to pass the Legislature of 1905 before submission to a vote of the people in the fall of that year.

Meanwhile the next Legislature will be asked to appropriate \$6,000,000 for good roads, not more than \$2,000,000 to be available in any one year. This will carry on the good road improvement work until 1906, when the bond issue becomes available. It seemed to be the opinion that the advocacy of good roads legislation should be made on behalf of those sections of the State which do not benefit from the canal expenditure, and that it would be wise, if success is to be assured, that automobile interests should not be as prominent as heretofore in attempting to force legislation for good roads.

W. Pierrepont White, the chairman of the executive committee, after the meeting said: "Great dissatisfaction was expressed at today's meeting because of the small appropriation the State is making for its share of the cost of good roads under the Higbie-Armstrong law. In 1902 the State appropriated \$795,000, but in 1903 this sum was cut down to \$600,000, although the State had \$2,000,000 surplus in the treasury.

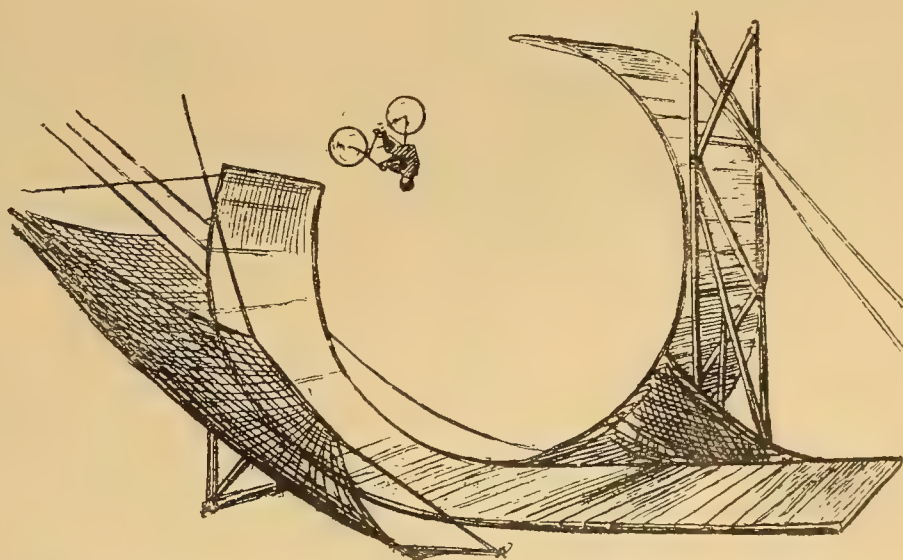
"The demand for good roads in the State of New York has increased by leaps and bounds. At the present time the State Engineer and Surveyor has received petitions for 3,500 miles of road, and the State's one-half share of the cost of this would amount to \$14,000,000. If the State does not appropriate more than \$600,000 a year as aid for the building of roads, it would take about twenty-three years to complete the roads now petitioned for. Those interested in roads were not willing to wait this long. Therefore at the last session of the legislature a constitutional amendment was carried, which provides that the State may bond itself for \$50,000,000 for the building of roads. This amendment must be passed again in 1905, and afterward submitted to a vote of the people, but the executive committee is unwilling to wait until 1906, when the bond issue under this constitutional amendment would be available, and has therefore recommended to the supervisors' convention to be held in January that a bill be introduced immediately on the opening of the legislature appropriating \$2,000,000 a year for three years as the State's share for building roads."

The executive committee passed a resolution commending the Brownlow bill appropriating \$24,000,000 by the national government as national aid for wagon roads.

The Brownlow bill, if passed, will render \$2,100,000 of federal money available for roads in New York State, and as the State must appropriate as much more, there would be a total of \$4,200,000 to be used, enough to build 500 miles of macadam roads. This would make possible the construction of a continuous highway from New York to Buffalo by way of Albany.

Sharing the Australian Gold.

Iver Lawson, Floyd MacFarland and Hardy Downing report, in a letter written to Frank C. Cornish, of Newark, N. J., and dated November 8, that they have been meeting with much success in Australia. Although the first heat in the Austral handicap



was run in September, prior to their arrival, they will start in that event, the biggest cycling event of the year in the antipodes. They have qualified in the 1,000 Sovereign Handicap at Sydney, New South Wales, which is another of the big bicycle races on the other side of the globe.

The three men intend to return to the United States on May 2, in time for the racing season here, and Lawson will, of course, make another effort to wrest the championship from Frank Kramer.

Yales Seek Larger Quarters.

Growing membership has made it necessary for the Yale Wheelmen, of Baltimore, Md., to move into larger quarters. Their new clubhouse occupies an angular lot formed by the intersection of Hartford and Central avenues and Oliver street. It is an ideal clubhouse, and has been fitted up for all the indoor requirements of the members, including their athletic and musical recreations. The members of the club have an annual holly run, the object of which is the procuring of greenery for the Christmas decoration of their headquarters. During the holiday season they are keeping open house, and have a cordial welcome for all representatives of the bicycling fraternity.

A LEAP WITHOUT A LOOK

How Barber, the Veteran American Trick Rider, is Astounding Paris.

In the matter of daring exploits bicycle riders do their full share in catering to the popular appetite for sensations, but nothing more thrilling could be imagined than the trick known as "Leaping the Abyss," with which W. H. Barber, the American trick rider, has been amazing the Parisians. The trick, as already described in the *Bicycling World*, is a variation of the "loop the loop" performance, the new feature in the act consisting of a leap across an opening of about five yards, formed by the removal of a portion of the upper section of the loop. Barber

makes the leap across the abyss with head downward, his bicycle, after leaving the track, describing an arc through space, and striking the track again at a speed which holds it to the course until the loop has been completely circled.

Barber devoted much time to preparation for the feat, and his first performance of it at the Casino de Paris was witnessed by an excited group of invited spectators, which included the Commissary of Police, with newspaper men, artists and others. While it is evident that the location of the opening in the loop has been determined by very exact calculation it seems almost inexplicable that the daring rider does not, on reaching the open space, fly off through the opening on a line tangential to the circle within which, up to that moment he has been held by the loop.

Motor Bicycle on Home Trainer.

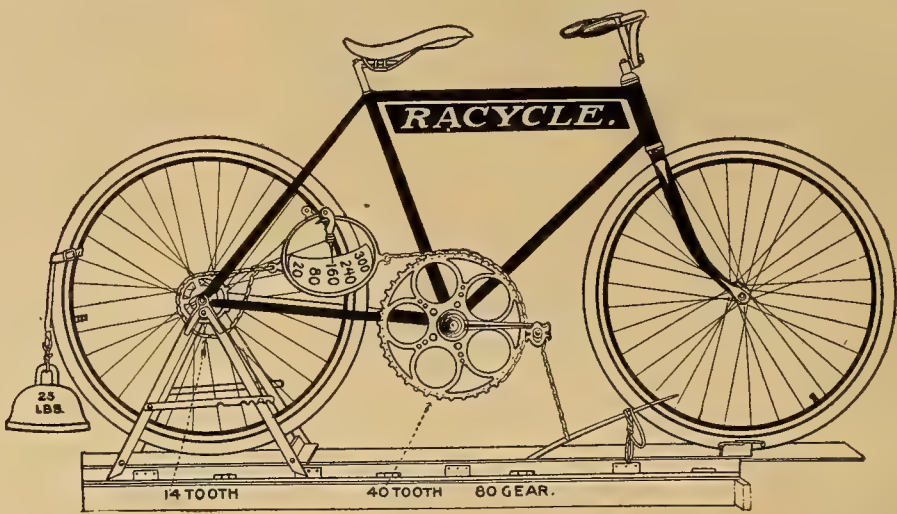
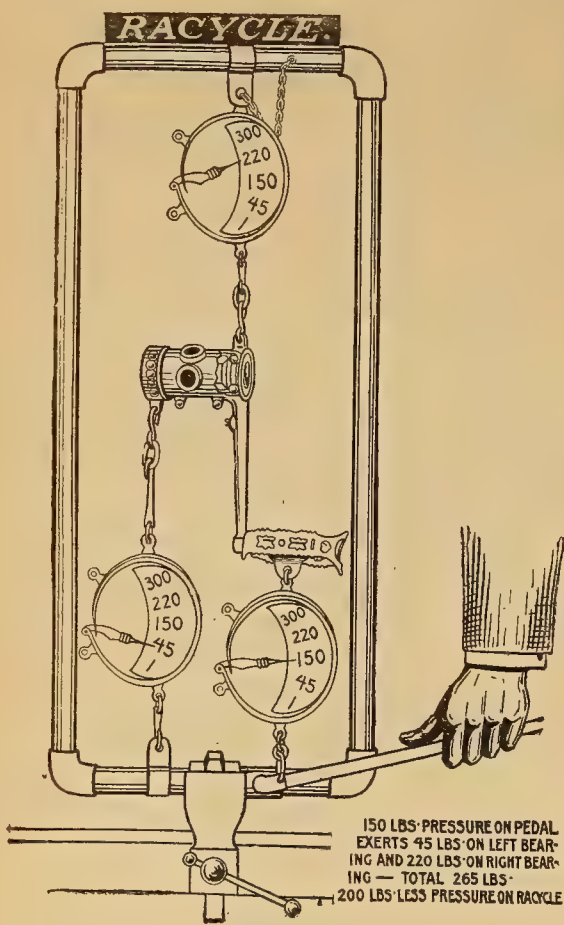
At the ball of the Stuyvesant Wheelmen of New York to be held at Everett Hall, No. 31 East Fourth street, on January 9, an added feature of entertainment proposed is that of riding a motor bicycle on a home trainer. Arthur Kiewitz is the author of the feat, which as yet has never been performed.

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What makes a wheel run hard? Ans. Friction.

What makes friction? Ans. Pressure.

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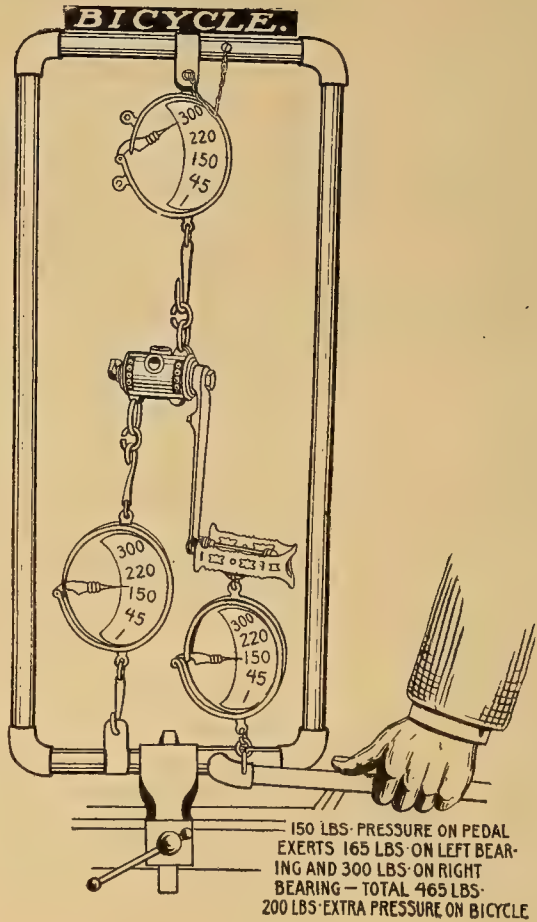
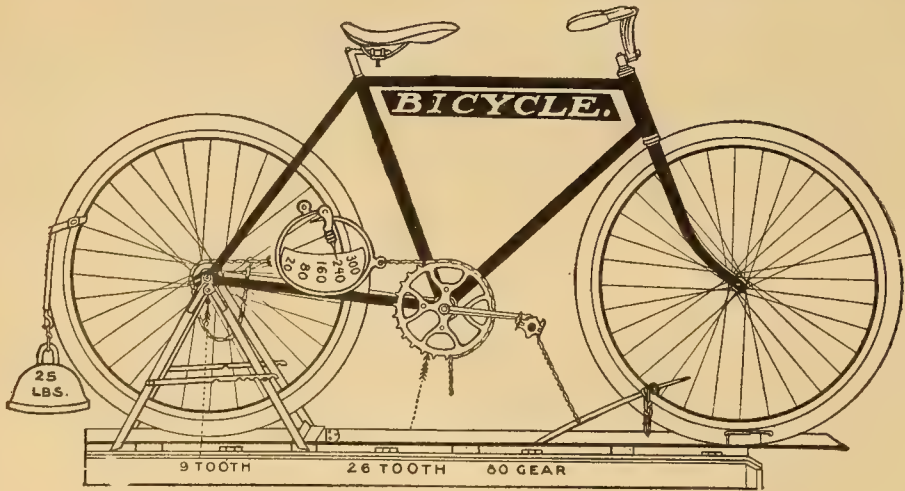


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ORIGIN OF SIX DAY RACES

Eck Talks of the Early Grinds and of the Men who Made Them Possible.

Tom Eck, the veteran cyclist and trainer of bicycle riders, gives an interesting account of the origin of six day bicycle racing. He says:

"Six day bicycle riding originated in England about thirty years ago. The first contest was held in the early 70's at Bingley Hall, Birmingham. It was a twelve-hour-a-day affair, and such noted riders as George Waller, George Edlin, Dinkin Derker and Harry Higham competed in it. A little while later there was an eighteen-hour-a-day race at the Aquarium, in London. On that occasion Waller rode one of the old high wheels, with its saddle as hard as wood, eighteen hours without once dismounting.

"In 1879 Jack Haverly, of minstrel fame, and Peter Duryea brought over a team from Europe and gave exhibitions in New York, Boston and Chicago. The team was composed of the Harrison brothers, John Keene and John Cann, of England, and Charles Terrant, of France. They rode on flat tracks and had six day races, riding from three to six hours a day. At that time the record for 100 miles was over six hours.

"In 1886 every world's record from a quarter of a mile to 1,405 miles was held by Europeans. Roller skating was then the craze, and managers were looking for something to run as a side attraction in America. They took up the bicycle riders, and had them race from two to eight hours a day, riding outside of the skaters on the same track.

"In the summer of 1886 I put in the first banked, or raised, track in a building at Springfield, Ill., and for the first time the riders and skaters could take the sharp turns at full speed.

"The first real six-day race in America took place at Washington Rink, Minneapolis, in 1886. The track was a banked one, eight laps to the mile, with small turns. The competitors were Albert Schock, W. M. Woodside, Hardwick, Senator Morgan and Shaw. The men raced twelve hours a day. Schock won with a score of 1,009½ miles, breaking all the records from 100 miles up.

"I inaugurated the six-day night and day racing in 1888 at Washington Rink, Minneapolis. There were three competitors—Schock, Senator Morgan and Louise Armaindo, of Montreal, the greatest woman rider the world has ever seen. Schock won the race with a score of 1,409 miles, beating Senator Morgan thirty-two miles. Morgan proved a game contestant. In one stretch of twenty-six hours he was off the wheel but eighteen seconds.

"I managed the first six-day, twenty-four hours a day bicycle race held at Madison Square Garden. It was in 1889. I only allowed fourteen picked men to compete, and

the contest went to "Plugger" Bill Martin, who hung up a new world record. Schock finished second. Some of the other competitors were Ashinger, Lamb, Lamsden and Frank Albert."

No Six-Days Race for Baltimore.

Because the new 5th Regiment Armory could not be rented the six day bicycle race that was to be held in Baltimore has been called off. The armory officials stated that the armory could not be spared, as the companies of the regiment would have to occupy the floor probably daily in preparation for the United States and State inspection drills.

Mr. Klosterman said that Jack Prince, the first owner and builder of the old Harford Road Coliseum, had been engaged to erect a portable track in the armory. Mr. Klosterman was much disappointed yesterday when he read the communication from the armory officials. The plans had been nearly perfected. The race was to be for eight hours a day—from 2:30 o'clock in the afternoon until 10:30 o'clock at night.

Mr. Klosterman has arranged to have the pedal pushers in Washington during the next month. He has options on two buildings—Convention Hall and another—and it is probable that the former will be chosen. The race will be for only six hours a day—from 4:30 in the afternoon until 10:30 in the night.

Eye-Opening Effects of a Fire.

Occasionally something happens that reveals to every one how many more bicycles are really in commission than is supposed. Some New Yorkers stopping at Asbury Park recently turned out in the dead of night in response to an alarm of fire. The blaze was at the outskirts of the town, and nearly all the residents turned out to go to it. Nearly all of them turned out on bicycles. The streets were so thronged with bicycles that it reminded one of a fine Sunday on the boulevard in the boom days. It was difficult to cross the street because of the sudden midnight boom in cycling. All sorts of old wheels that looked as if taken from cellars, as well as many fine ones, were in the throng.

While doubtless many of the wheels had been taken from cellars and storerooms, the incident showed that ten times as many persons kept bicycles ready for immediate use as are generally supposed to do so.

Curious Interest in Roads.

It is curious how the mere sight of a road will interest the enthusiastic cyclist, and perhaps awake recollections of trips awheel. If he happens to be flying along by rail, and a winding highway suddenly appears, he will gaze at it with critical eye, and no doubt conjecture as to the condition of the surface and whether it is lively or dead, rough or smooth.

"The Motor, What It is and How It Works." See "Motorcycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York. ***

There's no longer an excuse for the man who wants one, but who "can't afford a motor bicycle."

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HARDENING SMALL PARTS

Some of the "Tricks" of the Trade That are Helpful and Worth Knowing.

"Although certain methods of hardening are supposed to apply to certain classes of work, we often find it necessary to depart from beaten paths and accommodate ourselves to circumstances," says E. R. Markham in *The American Machinist*. I remembering conversation at one time with a man who was a scraper in a machine shop where they built heavy machinery. He said the scrapers he was using did not give satisfaction. They bought good steel, hammered it very carefully, and, so far as they knew, hardened it in the most approved manner; but the scrapers wouldn't hold an edge, and he requested as a special favor that I would harden one for him. I heated it very carefully and dipped it in brine. After grinding and honing the cutting edges I tried it and found it would not stand up well. I broke a corner off and found the grain to be very fine and the appearance of the fracture all that could be desired.

"I concluded that the steel of itself would not harden sufficiently hard, so after grinding off the broken portion I reheated it very carefully, put a small amount of cyanide of potassium on the sides, allowed it to lie in the fire for a minute, and then plunged it in the bath. The result was all that could be desired; the scraper stood up in excellent shape when used. The party thought so much of the tool that he decided to reharden all his scrapers in the same manner, but just as he started in the man for whom he worked came along and asked him what he was trying to do. He told him about the scraper I had hardened for him and how nicely it worked and how long it stood up. He was told that no man who knew anything about steel (tool steel) would ever put any cyanide of potassium to it. "Why," he said, "it will ruin the best steel that was ever made." "But," said the scraper hand, "the one that was hardened for me did more work before the hardened end was worn off than any scraper we have ever used here when it was used its entire length. Now, don't it stand to reason that if I can do as much work with one inch of a scraper properly hardened as can be done with five or six inches hardened in the ordinary manner, that it pays to harden that way? See the time we would save by doing away with repeated grinding and drawing out, to say nothing of the saving in steel." The answer he received was that "No man that knew anything ever used cyanide on tool steel, and I shan't allow it in this shop."

"Now, to have a scraper that is to be used on cast iron, it is necessary to have it hardened at a low heat, that the grain of the steel may be compact. If the grain is open, the scraper will crumble and will not stand up. If the steel will not harden hard enough

to give desired results when heated to the refining heat, it is necessary to help it a little with something that will make the surface harder without heating it any higher, and I have failed to see any results harmful to steel follow the proper use of cyanide of potassium.

"It should of course always be borne in mind that cyanide is a violent poison and should not be left lying around the shop. If used constantly the fumes are harmful and should be conducted into a chimney or shaft, to save the operator from inhaling them; but if used only occasionally no unpleasant results will be noticed.

"I remember at one time watching a party hardening some small milling machine cutters whose teeth, being slender at the root and of a peculiar contour, had a tendency to drop off when dipped in the bath. The steel used was very high, the peculiar shape of the tooth subjected it to unequal contraction, and being slender at the roots of the teeth they could not stand the strain. I recommended the use of prussiate of potash, a low heat and a warm bath: the trouble ceased. The prussiate does not allow the water to act as quickly as it otherwise would. In this respect it works in the opposite manner from cyanide of potassium, which causes the work to scale and present a clean surface to the action of the water, allowing the water to act more quickly, but when prussiate is used on work of the character mentioned it deposits in the corners, as at the roots of the teeth, and the water cannot get at them so readily.

"Small cold chisels used in chipping tool steel are often a source of a great deal of annoyance. They cannot be hardened hard enough, or they break in use. Now, it is necessary to go back of the hardening many times to find the cause of this trouble. It is highly important, if good results are desired, that the chisel be carefully hammered. The heat must not be high and the hammering must be done with comparatively light blows, which must be continued as the chisel cools, but they must not be heavy enough to fracture the grain of the steel. Many smiths use a little water on the anvil when hammering to a finish, claiming that it makes the chisel much tougher; others use a small amount of powdered rosin.

"When it has been hammered sufficiently it should be reheated and allowed to cool off of itself, to allow any hammer strains to be disposed of. When cool it may be heated to the proper heat for hardening and dipped in the bath quite a little deeper than the desired length of hardening. It should then be slowly withdrawn, and if the chisel be small it can be drawn out of the bath, as the cutting edge will be sufficiently hard. The heavier portion back of the cutting edge will not be hardened by the immersion it has received, as it should not be left long enough in the bath for that, but it will be stiffened considerably and ordinarily there will be enough heat left in the heavy portion to draw the temper; but if there should

not be, then it can be aided somewhat by holding over the fire.

"The bath used should not be cold when small chisels are hardened, or they will be too brittle, and tools that are to be subjected to shock must not be brittle.

"When drawing the temper some very successful smiths will check the temper as it runs down the chisel toward the end, then gradually withdraw it from the warm bath, allowing the heat to again start toward the end and run down as the tool is withdrawn from the bath, claiming best results from this method, and they certainly have excellent success.

"Broaches which are to be subjected to great strain are sometimes improved—that is, made tougher—by heating to a low red and plunging in warm oil. When cool reheat and harden in the usual manner.

"Small stamps and other tools having impressions on their ends should be hardened in a bath having a stream coming up from the bottom, or if no such arrangement is available, the piece should be inverted and dipped in the bath with the face up, passing it down slowly into the bath; this causes a rush of water down on to the face it is desired to harden."

How to Lead a Bicycle.

Few cyclists would, if called upon to ride one machine and lead another, be able to do so without danger of a contretemps. Yet the trick is a simple one, and easily acquired. A cool head and a little knack are the sole requirements. Hold the led bicycle with the right hand in the middle of the handlebar with the second, third and fourth fingers in front, and the thumb and little finger behind. At first get some one to hold the cycle while you ride up to it. Afterward it becomes easy to bring the led machine alongside of its mate and mount the latter by swinging one leg over the saddle.

Care should be taken, especially in going over a rough road, to see that the front wheel of the led machine is kept on the ground. The tendency is to lift it when striking an obstruction, and it then becomes difficult to steer the machine, and if it swings around and becomes entangled with the ridden machine a nasty fall may result.

Minneapolis's Cycle Paths.

Minneapolis, Minn., has about fifty-five miles of cycle paths. They are under the care of the city engineer department which, during the present year has constructed 20,030 lineal feet, or 3.8 miles of new path. The expense of construction and repair work for the year approximates \$7,000. During the year 19,457 cycle path tags were sold, realizing a sum of \$9,728.50. Out of this there was paid \$800 on bills for last year, and the balance on hand for beginning the new year's work is about \$12,00.

"The Motor, What It is and How It Works." See "Motorcycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York. ***

An Ounce of Fact is Worth Tons of Theory.

The fact that live dealers everywhere have continued year after year to handle

YALE BICYCLES

ought to "suggest things" to the man whose eyes are open.

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as fit company. The kind that work for your pocket all the time.

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is on the way. Coming along nicely, too. Shall our traveler call?

KIRK MFG. CO.

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TOLEDO, OHIO.

Ignorance of the Novice.

Simple little tricks that are as old as the hills frequently astonish present day riders, many of whom seem to lack initiative and resourcefulness. Such a rider was observed standing by the roadside examining his rear wheel disconsolately. A passing impulse made the Bicycling World man stop and ask him what the trouble was.

"Something is the matter with my tire," he replied.

He pointed, as he spoke, to his rear tire, which was touching one of the lower rear forks. The Bicycling World man raised the machine by the saddle and spun the rear wheel. That revealed the trouble—the wheel was out of true in one spot, and being set straight in the frame the tire had been rubbing against the fork until the rubber was worn off, leaving the fabric exposed.

"Want to ride home on it, I suppose," he was asked. Receiving an affirmative reply, the writer stooped down, loosened one of the axle nuts with a pocket wrench and slewed the wheel around so that the kink was made to clear, and then tightened the axle nut again.

"That will do until you get home. Then you should take the machine to a repairman and have the wheel trued. If you had ridden it much farther your tire would have been ruined."

The rider looked his amazement and murmured some incoherent thanks. Then he rode off, watching his rear wheel, possibly to see that it was still all right.

How Cycling Helped a Jury.

Bicycle riding in a jury room had the effect of preventing a "hung" jury in a civil case tried in the circuit court at Anderson, Ind., and decided on December 18. It is a curious coincidence that the suit was brought by the owner of a sealskin coat who sought to recover the full value of the garment which had been injured in a dyeing establishment by scorching.

When the case was given to the jury and they retired there were two who held out against a verdict for the plaintiff such as the other ten favored. In the room there were several bicycles belonging to the city police force. Nine of the jurors could ride, and they varied the prolonged deliberations by racing and doing stunts. Three of the jurors, including the two obstinate ones, were unable to ride. Their fellow jurors were willing to teach them and they were willing to learn. They were not permitted to quit until they were able to pedal around the room.

Whether it was the sympathy which exists between bicyclists, or not, that affected the subsequent result, the juror who gave away this secret of the jury room did not disclose; but when the non-bicycling jurors had acquired a fair command of the art of pedaling another vote was taken on the case at issue, and a verdict in favor of the plaintiff was returned.

"The Motor, What It Is and How It Works." See "Motocycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York. ***

To Test a Bearing.

To test the condition of a bearing is a simple matter. Grasp the rim firmly in one hand, preferably at the top of the wheel, and move it from side to side to see if there is any sideshake. Repeat this operation several times, grasping the rim in a new place each time. Then spin the wheel, to see if it sticks anywhere. It is neither shakes nor sticks it is all right—an exceptional bearing in fact. It is much more likely to reveal one defect or the other.

Suppose it be a shake, a looseness at some point, that is observed. The thing to do is to tighten the bearing by giving the adjusting cone a quarter turn or so. If there is still some shake, tighten it a little more, or until it disappears. Then spin the wheel again to see if it binds; if it does, loosen the cone a trifle, repeating the operation until you see if you can't get the wheel so it will be both free and without shake. It sometimes happens that you will get it just right in one place, but on giving the wheel a partial turn a loose or a tight place will be encountered. That means that either the cup or cone is out of round, and it is useless to waste any more time trying to get an approximately perfect adjustment.

The parts could be put in a grinding machine and ground true, but very few repairmen have appliances for doing work of this sort, and the cheapest plan would be to get new cups and cones from the factory.

PALMER TIRES



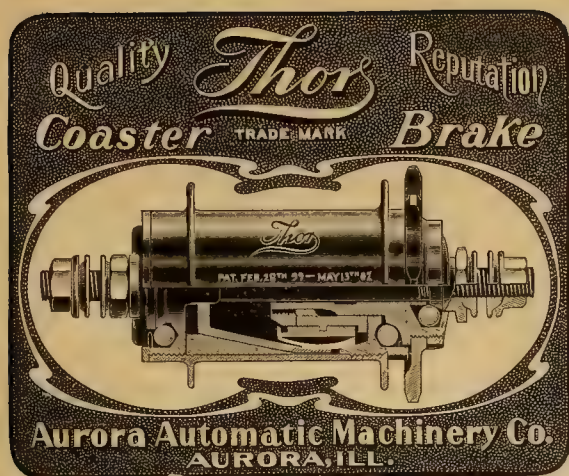
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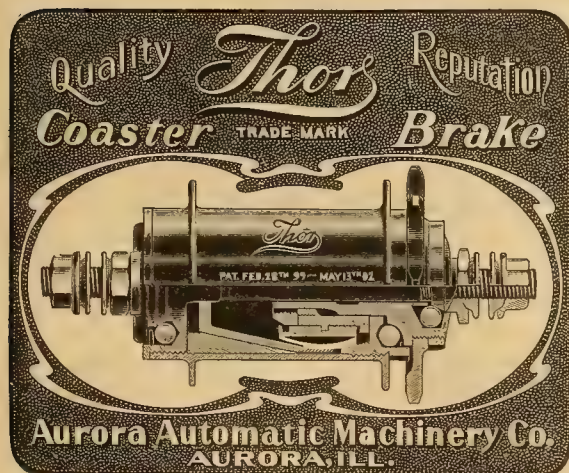
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It does not cost any more and insures satisfaction.

THOR COASTER BRAKES

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THE FINEST EQUIPPED
PLANT IN THE WORLD



To Out-Loop-the-Loop.

No sooner is one hair-raising, loop-the-loop feat performed than rival trick riders cudgel their brains to devise some way of outvying it. On the heels of the Barber trick, described in these columns, comes one which H. L. Curran, of Ithaca, N. Y., known professionally at H. L. Stewart, is preparing. With it he expects to astonish the world.

"This new trick is many times more difficult than the loop-the-loop," says Curran, "The loop is nothing more than a coast. I propose now to loop-the-loop by means of impetus gained from riding and not from coasting. I have built a saucer shaped track twenty-five feet in diameter. Toward the top of the circle another track starts, which goes upward and over the centre of the saucer and down back on the other track at the opposite side of the horizontal circle. I have ridden the course, but never without my harness, and so far I have fallen just about as frequently as I have succeeded. I find that there is just one speed which will carry me around. If I go too slow my bicycle falls before I reach the top of the circle. If I go a little too fast it is impossible to guide the machine.

"My bicycle is geared at 140, and a speed of a mile a minute can be maintained in riding around the saucer. When I believe the speed is right I make an abrupt turn into the loop, and if my judgment is good around I go; if bad, I fall."

East Ends Elect Officers.

The East End Cycle Club of Rochester, N. Y., has elected officers for the ensuing year as follows: President, W. F. Martens; vice-president, Earl Bissell; recording secretary, Charles Meier; financial secretary, William Hotchkin; treasurer, James Irwin; board of managers, George R. Herschell, Bert Bissell, Sidney Williams and F. Wedgren.

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Cushion Frame

MODEL.

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is an interesting one—one that has made motorcyclists and will continue to make them. Read it before you make your purchase.

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by which the machine is started and stopped and its speed regulated without removing the hand from the grip is but one of the new features.

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SPROCKETS.

We supply nearly all
the best trade.**PARISH & BINGHAM CO.****CLEVELAND, OHIO.****The Week's Patents.**

746,652. Motor cycle. James G. Accles and Frederick H. de Veuille, Birmingham, and William Starley, Coventry, England. Filed May 21, 1903. Serial No. 158,124. (No model.)

Claim—1. In motor cycles, the combination with the motor crank shaft of worm gearing having a chain driving wheel in permanent connection and pedal cranks in automatic clutch connection therewith, speed gear, and duplicate clutches respectively and detachably connecting the said crank shaft and worm directly and through the said speed gear, substantially as set forth.

747,190. Motor wheel for bicycles or other vehicles. Wilhelm Krauss, Berlin, Germany, and Adolph Berrenberg, Boston, Mass. Filed Aug. 1, 1895. Serial No. 557,801. (No model.)

Claim—1. In a motor wheel, the following instrumentalities, viz.: a source of fluid power, a plurality of radially mounted fluid pressure cylinders, provided with suitable ports and conducting channels, their reciprocating pistons, a common fixed fulcrum, a connecting rod for and intermediate each of said pistons and said fulcrum, and a fixed disk valve provided with channels arranged to receive a supply of fuel from said source, said cylinder channels being brought into communication with said disk channels, which upon rotation of the wheel connect certain of the cylinders directly with each other and with a suitable source of fluid power periodically, substantially as described.

747,294. Bicyclist's strength testing machine. Robert W. Blaisdell, Beverly, Mass., assignor of one-half to Hezekiah O. Woodbury, Beverly, Mass. Filed Feb. 26, 1903. Serial No. 145,138. (No model.)

Claim—In a bicyclist's wheelless strength testing machine, the combination with a hollow stationary base A, of a pump cylinder G arranged within said hollow base, a seat secured to the latter, a pedal shaft journaled in said base and provided with pedals, an eccentric on said pedal shaft for actuating the pump piston, an air chamber connected to said pump cylinder and a pressure gauge connected to said air chamber, substantially as described.

747,304. Cushion wheel and hub therefor. Roland C. Hilton, New Bedford, Mass., assignor to Louis A. Wyman, Lynn, Mass. Filed March 13, 1903. Serial No. 147,590. (No model.)

Claim—1. In a vehicle wheel, an inner hub member, an outer hub member, a plurality of jointed connections between said members, a plurality of connecting members between said connections and relatively angularly arranged, whereby relative radial movement is permitted but relative rotary movement is prevented between said members.

746,968. Sparking Plug. Carl E. L. Lipman, Beloit, Wis. Filed June 9, 1903. Serial No. 160,752. (No model.)

Claim—A sparking plug comprising a main portion constituting an electrode having both ends externally screw threaded and provided with a lengthwise opening, a cap portion having a screw threaded connection with one end of the main portion, a centre insulating section having an annular enlargement located within the cap portion, and packing placed between the enlargement and end of the cap, and between the enlargement and end of main portion, and a second electrode carried by the centre section.

"The Motor, What It Is and How It Works." See "Motocycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York. ***

The Bicycling World

AND MOTORCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVIII.

New York, U. S. A., Saturday, January 2, 1904.

No. 14

BUYS BARKER'S BUSINESS

Leng Acquires Retiring Jobbers' Interests and Removes from 43-year old Location.

John S. Leng's Son & Co., of this city, this week consummated a deal which has been in progress for several weeks, i. e., the purchase of C. B. Barker & Co.'s cycle jobbing interests.

Barker & Co., as was stated in a previous issue, had determined to discontinue the cycle department in order to concentrate their capital and energy on their chief line, sewing machines, and when the fact became known Leng's Son & Co. began to dicker for the business, with the result noted.

The acquirement of the Barker business will carry with it removal to the Barker address, 93 Reade street; the new location, not less than the enlarged stock, should mean a considerable increase of the Leng business; additions to the travelling staff indicate that efforts to that end are not lacking.

Leng's removal is itself in the nature of an event. For forty-three years the firm has been located at 4 Fletcher street, for twenty-three years being engaged in some branch of the cycle trade; in fact, it is their claim that they were the first cycle jobbing house in America; being engaged in the importation of steel tubing, they were in the early years of cycling practically the only ones on whom the cycle trade could call for that necessary commodity.

Hendee Will Market Both Kinds.

Reports that they had discontinued the manufacture of pedal propelled Indian bicycles are strenuously denied by the Hendee Manufacturing Company. They doubtless are due to the prominence of the Indian motor bicycle, but the Hendee people say that all such reports are without foundation, and that they will continue the line heretofore marketed at \$50, \$40, \$30 and \$25, the several models having been improved wherever possible, and the finish, in the words of Mr. Hendee, being "vastly superior to anything we have ever turned out previously." He says also that they have so arranged matters that there will be no delay in filling orders for Indians of whatever sort.

Post on Foreign Trade.

D. J. Post, treasurer and general manager of the Veeder Mfg. Co., Hartford, Conn., returned from Europe on the Kronprinz Wilhelm on Wednesday of last week, after an absence of ten weeks.

Mr. Post went abroad to rearrange the European agencies for the Veeder odometers and cyclometers, a task that caused him to visit England, Belgium, Holland, France, Germany, Austria, Italy, Switzerland, Denmark and Sweden. Throughout his entire trip he found business in excellent condition in all countries with the exception of Austria.

In England, Germany and Belgium Mr. Post found the motorcycle business in an exceedingly prosperous condition; it is estimated that in Germany alone over 10,000 motorcycles were built and sold during the past year. This industry is on a big increase throughout all Europe.

In the ten foreign countries visited Mr. Post established a large number of new agencies for Veeder cyclometers, and, he added, in every place he visited he found the Bicycling World on file and was able to keep thoroughly in touch with American news.

Merkel Lops Off \$25.

For 1904 the price of the Merkel motor bicycle will be \$150, a reduction of \$25. In general appearance the machine will be practically the same as the 1903 model. The motor itself, however, has been refined in several important details which make for greater flexibility and durability. The reduction in price, the Merkel Mfg. Co. states, was made possible by the addition of certain tools and machinery to the equipment of the factory in Milwaukee. Notwithstanding the reduced figure, a considerable range of options as to equipment will be offered purchasers.

Booked for the Show.

The demand for space at the New York Cycle Show acquired a semblance of briskness during this week. In addition to those already announced, the Hendee Mfg. Co., Reliance Motorcycle Co., Corbin Screw Corporation, Badger Brass Mfg. Co. and the Twentieth Century Mfg. Co. each engaged space.

GERMANS' EXPORT GAINS

Remarkable Increase Continues Without Interruption—May Reach 100 per cent.

Totals for the first nine months of the year, just published, disclose that the amazing growth of Germany's cycle export trade continues without sign of weakening, the figures making it appear that the year's record will show an increase of nearly, if not quite, 100 per cent. Holland and Denmark remain the Kaiser's best customers, hysterical, mud-slinging England being the third largest buyer of German goods. The statistics for the nine months of each of the last three years are as follows:

	1903.	1902.	1901.
	Cwts.	Cwts.	Cwts.
England	5,460	4,674	2,938
Belgium	3,726	2,474	2,110
Denmark	8,374	4,806	3,376
France	3,232	2,664	1,522
Italy	3,794	1,216	1,260
Holland	10,508	7,458	4,830
Norway	286	340	280
Austria-Hungary	5,412	4,478	3,486
Russia	3,964	2,870	2,580
Sweden	1,350	1,714	2,770
Switzerland	4,852	3,574	2,874
British South Africa ..	564	508	136
British India	296	254	160
British Australia	1,334	516	414

Total 55,698 39,058 30,004

The increase in the export of motorcycles is equally remarkable. It has risen from 280 cwts. in 1901, and 126 cwts. in 1902, to 984 cwts., or 837 machines, valued at \$125,250, during the first nine months of 1903. The import of the motorcycles has risen from 58 cwts. in 1901, and 262 cwts. in 1902, to 864 cwts., or 850 machines, valued at \$108,000, in 1903.

Among the imported cycle parts are included 1,316 cwts. tires and rubber goods.

Pope Stock Brings Good Price.

A sale at auction of forty shares of the first preferred stock of the Pope Mfg. Co. took place last week, the price obtained being 60. This is interesting as being the first recorded transaction in these securities since they were taken over by the reorganized Pope Company.

England's Exports Still Upward.

During November England's cycle exports totalled £68,819, as against £67,511 during November of 1902. For the eleven months the figures were £776,156, as compared with £652,434 for the corresponding period of the previous year.

NOVEMBER SHOWS A LOSS

Exports for That Month Again Decline—
Greatest Shrinkage in British Colonies.

A further loss in export values is revealed by the figures for November. The total only reached \$107,882, where, in November, 1902, they were \$121,229, a decrease of \$13,347. Two countries, viz., British Australasia and British Africa, show losses considerably in excess of this sum.

The best relative showing is made by the United Kingdom. Although her purchases have shown a decrease nearly every month for some time, they jumped from \$12,146 to \$22,354 in November. Germany and the Netherlands come next, each with a gain of \$5,000 in round numbers, while the Chinese Empire and the Philippine Islands gain \$4,400 and \$3,000, respectively. Hong Kong, Argentina, Cuba and Mexico all show slight increases. Japan, too, in spite of her war scare, made a small gain.

The countries showing losses were fewer in number, but the losses themselves were more serious. That of British Australasia alone amounted to more than \$11,000 as compared with November, 1902, while British Africa was only slightly less with a loss of \$10,000. France came next with a decrease of \$7,500, and then came "Other Europe" with \$3,000, British East Indies with \$2,000 and Italy and British North America \$1,000 each. Other Asia and Oceania brought up the rear with a loss of about \$800.

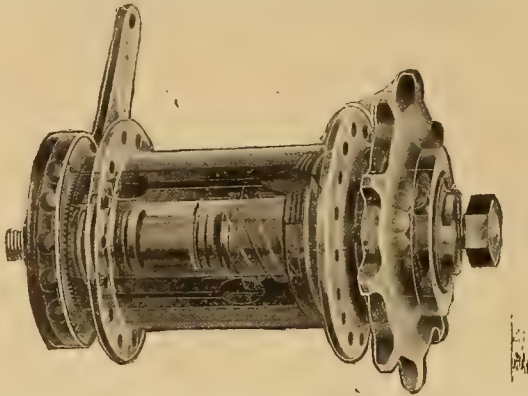
The exports in detail for the month and eleven months, respectively, are as follows for the corresponding periods:

November— Eleven months ending Nov.—					
Exported to	Values. 1902.	Values. 1903.	Values. 1901.	Values. 1902.	Values. 1903.
United Kingdom.....	\$12,146	\$22,354	\$482,748	\$372,042	\$231,991
Belgium	1,313	1,888	33,353	43,661	47,427
France	9,157	1,649	192,746	173,886	103,692
Germany	3,849	4,270	202,984	248,821	129,892
Italy	4,531	3,664	48,149	62,876	49,927
Netherlands	2,908	7,565	140,283	130,773	106,831
Other Europe.. ..	12,614	9,526	274,290	277,196	172,427
British North America.....	3,731	2,831	287,192	166,089	147,288
Central American States and British Honduras	278	257	5,554	2,705	2,567
Mexico	2,607	2,797	20,616	24,785	49,757
Cuba	902	1,040	12,793	10,768	15,514
Other West Indies and Bermuda....	3,343	2,250	47,350	44,175	30,168
Argentina	228	1,017	7,912	6,612	11,897
Brazil	735	390	5,970	6,315	8,322
Colombia	84	94	712	897	755
Venezuela	37	65	1,596	456	380
Other South America.....	1,894	1,602	25,811	18,276	17,743
Chinese Empire	248	4,604	53,977	24,408	20,091
British East Indies.....	3,799	1,868	50,980	47,291	23,120
Hong Kong	303	1,068	3,685	5,498	7,040
Japan	16,705	16,760	201,615	374,528	371,536
British Australasia	22,174	11,205	178,194	200,862	287,020
Philippine Islands.....	1,120	4,378	29,352	18,857	25,846
Other Asia and Oceania.....	1,234	495	22,038	26,665	23,538
British Africa	13,180	3,458	83,096	109,228	43,128
All other Africa.....	2,109	787	5,695	9,357	6,940
Other countries.....	.....	.....	282	12	12
Total.....	\$121,229	\$107,882	\$2,418,973	\$2,407,139	\$1,934,100

The Morrow for 1904.

Ralph D. Webster, secretary and sales manager of the Eclipse Machine Co., was in New York this week and had with him a sample of the 1904 Morrow coaster brake which is now being shown to the trade.

The new model embodies a number of important improvements and is now claimed to be absolutely frictionless. The entire mechanism now revolves with the hub itself, and as it is mounted on ball bearings it is asserted that it can set up no friction whatever. The braking clutch and springs have



been entirely eliminated, the braking mechanism now being formed of the two-toothed rings, as shown in the illustration, which engage when the back-pedalling pressure is applied. The driving clutch is twice as large as in the 1903 Morrow and expands against the hub itself, instead of against an interior cup; the driving screw also has been enlarged.

The improvements have made it possible to reduce the number of parts employed, and also add greatly to the facility of assembling. For motor bicycles the coaster brake is made larger and stronger and for any chain line. Mr. Webster states that this new Morrow has met with such favor that orders in hand surpass all previous records for this season of the year. It is such that to cope with it the Eclipse factory is being operated twenty-four hours per day.

SOUTH AMERICAN CONDITIONS

Argentina Leads in Cycling Interest, Buenos Ayres Being the Trade Center.

There is certainly no part of South America where the sport of cycling is so advanced as in the Argentine Republic, says a correspondent in that country. This is not to be wondered at, when it is remembered that Argentina is the most progressive part of South America. The beautiful climate is eminently favorable to outdoor exercise all the year round, and nearly the whole country for hundreds of miles around Buenos Ayres is as flat as a pancake. There are only a few isolated spots here and there where there are any hills or mountains to speak of. One of these is the district about Tandil, where the famous rocking stone is situated, at no great distance from the fashionable seaside resort of Mar del Plata. If the cyclist is tired of the monotony of the plains, and wishes to go still further afield, he will find in the mountains of Cordoba a picturesque and romantic district, quite different from the alluvial country about Buenos Ayres.

In the city of Buenos Ayres a large trade is done in cycles. There are many houses which engage in the business, either entirely or in connection with other lines. The number of cyclists in the city is great, and there are several journals devoted exclusively to their interests. The principal streets in the more central part of the city are asphalted, while in the vicinity are many fine macadamized roads, with abundant opportunities for a spin. One of the main resorts of the cyclists is the Alvear Avenue, which leads from the centre to the fashionable part of Palermo, the favorite resort of the wealth and beauty of the city. In this avenue the cyclist is allowed the privilege of riding on the pavement, which is tabooed in all the other thoroughfares. There are not a few professional sprinters, whose services are in some cases retained by some of the principal cycle importers, especially those who have the exclusive agency for well-known makes.

In all the towns of the Argentine "camp," as the country districts are termed, cycle clubs are numerous, but more especially in the province of Buenos Ayres. In the more remote districts the roads are bad, being unmacadamized and left to take care of themselves. They are full of ruts a foot or more in depth, made by the heavy wheels of passing ox-wagons, and these ruts are a serious obstacle to the cyclist, as his pedals are continually striking against the sides of them; that is, when he travels in the rut itself, as he generally has to do. What is wanted in the camp districts is a cycle so built that the pedals, when at their lowest, will not come in contact with the edge of

the ruts. The higher the pedals can be made, within the bounds of practicability, the better. This fact should be borne in mind by cycle manufacturers who make a specialty of building machines for export, for rutty roads are not confined to Argentina, but are common in many other parts of the world.

Some attempt has been made of late to establish so-called "cycle factories" in Argentina, but all such attempts have proved futile. Nobody will look at a machine made in the country, and the public insist on having only imported machines. The only hope of the local cycle makers therefore, has been to imitate foreign makes, and this is practically impossible where makers have taken the precaution to have their trade marks registered in the country, for such imitations, if fraudulent, are subject to heavy penalties.

In my opinion, makers who wish to push the sale of cycles in the countries of the River Plate, will do well to appoint reliable agents in Buenos Ayres, give them an exclusive agency for a term of years (renewable if mutually convenient), with power to prosecute offenders. Only on such terms will they have any inducement to advertise largely and push their wares. Buenos Ayres is the natural emporium of the River Plate, forming, to a great extent, an entrepot for the neighboring countries (even as far as South Brazil).

There are large Custom House warehouses here, where all kinds of goods are stored in bond; all articles (including cycles) bought in bond paying no duty if intended for export. This system is also very convenient for local dealers, many of whom have small storage space, and are thus enabled to store their cycles in the Custom House for a small charge until sold or re-exported. As merchants, not only from the provinces, but also from Uruguay and Paraguay, come to Buenos Ayres to place their orders, that city occupies a strongly centralized position, and probably 95 per cent of all the cycle trade of the River Plate countries passes through it.

In Uruguay the cycle trade is fairly prosperous, being supplied, as aforesaid, from Buenos Ayres. In Paraguay the demand is more limited, but is improving.

The Wrench that Sells.

For the B. & S. pocket wrench, one of the articles that has come down almost from the first generation of cyclists, there still exists a steady demand—the surest evidence of merit.

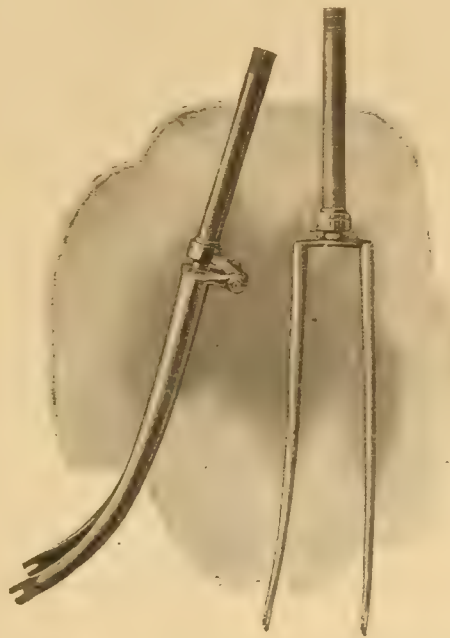
"We sold about 80,000 of the wrenches this year," said F. C. Billings, the superintendent of the Billings & Spencer Co., a few days since, "and made more money on that quantity than during the boom period when we were selling 250,000 of them each year. In those days, we had to change the design each year and we never were able to very much more than pay for the dies and tools between the changes."

National Spring Fork a Good One.

The National spring fork finally has made its appearance, and hearty commendations are heard from all who have tried it. As the illustration shows, it is neat, rather adds to than detracts from the looks of the bicycle, has the merit of being simple in construction and but little heavier than the regular fork.

The National Cycle Mfg. Co. profited by their experience during the spring fork days of a decade ago, and in designing the present model departed radically from the old type.

In appearance it does not materially differ from the rigid fork. The fork sides are of the same size, but with a little more rake. The crown is double, with a hinge following



in outline the frame tube, with the swivel pin made in the same way as that in the crank hanger of the cushion frame chainless National. The lug on the top of the upper crown supports the lower spring, which absorbs the jar and vibration occasioned by inequalities in the road. The upper end of this spring bears against a collar in the fork stem, above which collar, and connected to the crown by a bolt, is the top spring, which has a counteracting motion and holds the fork in position. Should either or both springs break the rider would simply be reduced to a rigid fork and could easily replace them after he had ridden home. Using finely tempered springs, such a contingency will, however, rarely occur.

While truly a spring fork, its action is more like a cushion, being even and smooth. Altogether it is one of the new things of the year about which more will be heard as the season advances.

American Bicycles at Paris Show.

As is usual when automobiles and bicycles are brought together, bicycles were rendered insignificant at the Paris Cycle and Automobile Show last month. The only American bicycles shown were exhibited by Felix Fournier & Knopf, who staged the full Pope line and also Eagles and Daytons.

TO MAKE "AUXILIARY CYCLES"

Miniature Motors Designed Only to Assist Pedaling Appear at Paris Show.

At the Paris cycle and automobile show, which closed on December 26, there was exhibited by Messrs. Hurtle-Brunneau a small, light motor, designed specially to be attached to the ordinary safety bicycle, not to drive the machine, but merely to render assistance when hills or winds are encountered. The complete machine weighs about forty-five pounds, the motor itself being eight and one-half pounds. The motor is very ingenious and characteristically French. The cylinder is simply a piece of steel tubing one and three-quarter inches in diameter, and forged in such a way at one end as to form the combustion head and valve and spark plug sockets. There are no radiators on the cylinder, as the amount of heat developed by the explosion is so small. The exhaust passes direct from the cylinder into the air, no muffler being used. The carburetter is a miniature spray pattern. The power is transmitted by a twisted leather belt, and the electric spark for firing the gases is generated by a small coil and battery. The battery and coil can be carried in a small leather case fixed like a tool bag behind the saddle, and the gasoline in a small tubular tank which can be quickly fixed by clips to the horizontal tube of the bicycle. The belt can be quickly attached when required and stored away in the tool bag.

In addition to this machine there was also shown the improved "Motosacoché," or, literally, the motor set complete in a bag, simply requiring to be fixed inside the frame of a strong roadster bicycle. This motor was one 1½ horsepower, and with it the complete machine weighed but sixty pounds.

Publicity at Small Cost.

In their carload shipments, of which they have already made a number to their Pacific Coast branch, the Pope Mfg. Co. are making the most of an opportunity by covering the entire sides of the cars with huge signs heralding the fact that they are loaded with Pope bicycles. It is not only an inexpensive form of publicity that travels far, but the sight of a carload of bicycles is one calculated to cause many men to realize that cycling is not as limp as they fancy it to be.

20th Century Comes Down.

After Monday next the Twentieth Century Mfg. Co. will be literally "in on the ground floor," having leased the store at No. 19 Warren street, this city, immediately adjoining the building on the second floor of which they are now located. The store on the street floor will naturally permit the well known lamps to be displayed to better advantage.

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NEW YORK, JANUARY 2, 1904.

What of the Pastime?

In most sections of the country cycling from a utilitarian point of view is able to render an excellent account of itself. In many sections the same holds true as regards the pastime of cycling, although there has been a falling off in the extent of pleasure riding which in some places, notably the large Eastern cities, is nothing short of appalling. In such places it is common to remark that the bicycle has been given over to the butcher's boy, the grocer's order clerk and similar useful but scarcely ornamental members of society.

Like all generalizations of the sort, this assertion is altogether too sweeping. There is a large amount of pleasure riding done even in the "deadest" of cities, and the people who do it are drawn from all ranks of life, from the highest to the lowest. From time to time the names of such people crop up and it is revealed that they ride regularly and regard their spins as a highly important part of their daily routine. From

them they obtain both health and pleasure, and the winter months, when they are practically interdicted, are regarded with no small displeasure.

But there is no denying the fact that there is something radically wrong with the pastime of cycling. Scarcely a tithe of the people indulge in it who should or did a few years ago. Why is it?

In a recent talk with a man whose connection with the retail trade is extensive and extends over a period of a quarter of a century, some views not altogether novel, and yet phrased in a pointed and telling manner, were elicited.

"The trouble lies with the young people—those between the ages of eighteen and thirty," he said. "They alone do not ride. The middle aged and even the aged do. They both buy and ride. This is equally true of the children. Juvenile sales are flourishing and the little tots get just as much enjoyment out of the pastime as their parents formerly did. But what on earth possesses the young people—those in the first flush of vigorous manhood and womanhood—to cause them to turn their backs on the bicycle is something that I can't understand."

The wonder of it is almost past belief. That the element which for nearly twenty years was the backbone and the mainstay of cycling should desert it with practical unanimity is a phenomenon not easily explained. To no class should it appeal with such force. The delight in physical effort, the exhilaration consequent upon rapid motion, the joy of going far afield, of exploring new country—all should appeal to the hot blood of youth; and no vehicle even approaches the bicycle as the ideal one with which to pursue these pleasures. It is inconceivable that the aversion with which it is at present regarded by so many people should not in time give way to a more appropriate feeling. When it does the complete rehabilitation of the bicycle as a pleasure vehicle pure and simple will be a foregone conclusion.

Dirty Journalism.

Formerly it was the gentle Germans who "threw fits" at the mere mention of American bicycles. Now that proud distinction has crossed the channel and the "honors" are worn right worthily by the people whom some writers love to describe as "our Anglo-Saxon brethren."

Judged by the utterances of the British cycle press during recent months, an American bicycle has the same effect on the average Englishman that water has on a four-

legged cur afflicted with rabies. It throws him into convulsions and causes him to froth at the mouth and to snap and bark and to run amuck generally. The English pressmen long ago reached the end of argument, and from belittlement have passed to the final resort of the man bereft of reason—abuse. The abuse is of the costermonger order. It is coated with the slime of the gutter and the fish market. Such wanton and malicious villification on the part of men calling themselves gentlemen rarely has been witnessed. No term appears too contemptible to apply to the American product and no opportunity too trivial to call it forth. The Paris show proved an occasion for the most recent outbreak. American, German and English bicycles were displayed, and the conceited British writers make themselves believe that their machines constituted "the only bright spot" in the show. Despite the fact that the most popular British bicycle is practically an imitation of the American article, such patriotism is pardonable, but the "fair-minded" pressmen frothed at the mouth when they set eyes on the American exhibit, which they described as "woful" and "wretched," the machines "appearing to have undergone no improvement during the last three or four years" and being "so built and equipped that we question whether they could be even sold at auction in this country."

As the language makes plain, trouble was not taken even to examine or to inquire about the machines. This policy seemingly prevails, as it has been evident in all that has appeared in the English papers for the past two years. The mere fact that a bicycle is of American origin is sufficient to call out the vilest abuse and condemnation, of which that quoted is but one instance. The idea appears to be to "kill off" the "American monster" at any cost, regardless of the means employed.

We dislike to believe that the English cycle press reflects the feeling of the respectable English trade or people, for of "dirty journalism" we can recall nothing dirtier. Patriotism is admirable, but foul and wanton villification is despicable and indecent.

Keystone of the Arch.

Since the inception of the bicycle it has been universally admitted that the keystone of its arch of safety is found in the head and front forks. Upon the strength of these depend the life and limb of the rider. A failure at these points may mean death, and

must mean more or less serious injury. Ghastly proof of these assertions strews every year of cycling life.

It is one of the most curious phases of the industry that all efforts to substitute for the earliest head and fork construction a type manifestly superior, strength alone considered, have met with absolute failure. In principle the identical head and fork used on the first safety is still found on the present day cycle. The open cone head—a survivor of the high wheel—was a crudity which soon passed into oblivion, and straight forksides, which were fitted to the first Rovers, were, if anything, stronger than the curved ones which shortly came into universal use.

A dozen years ago, at least, triple heads were talked of and used. Only a short time later double forksides—that is, two small tubes extending from each side of the crown, instead of one large one—were introduced. To-day there are a number of foreign machines fitted with one or both of these features and giving perfect satisfaction.

It will naturally be asked why such methods of construction have not been generally, even universally, adopted. Many riders have asked such questions and failed to receive satisfactory replies. Yet the answer is ready and must be admitted to be a logical one. It is, first, that the single head and fork is, when properly designed and constructed, amply strong; second, that to double the number of tubes is to add weight and complication without any compensating advantage. Cogent reasons these, and to them is due the indifference with which triple heads and double forks have been regarded.

We know well how so called improvements to the diamond frame have been suggested. These have included both supplementary tubes, such as a second top tube or one running from the upper head to the crank-hanger, or the substitution of two small tubes for each of the large ones forming the front triangle of the diamond frame. All have been tried, but only to be discarded sooner or later. And always for the same reason: If the weight is not increased in the change no improvement results, rather a retrogradation; while if weight is added riders are restive under the imposition of even these few ounces, which, after all, do not seem to be necessary.

It is much the same way with the head and forks. True, they are the keystone of the arch. But a good head will never break

under ordinary usage, and the average rider is averse to carrying extra weight as a safeguard against extraordinary happenings. For his part, the maker is disposed to let well enough alone, and in the light of the experience with frames who will say he is not right?

Cycling Not to Blame.

Instead of asking what is the matter with cycling, as is the usual way of putting it, it would be much more to the point to put the query in this form: What is the matter with the people who ought to cycle and don't?

The cycle has not changed, except for the better, nor has the art and pastime of cycling lost one iota of the pleasure it formerly possessed. There are the same virtues existing in it as of old. It is the same unequalled means of transportation, the same unrivalled vehicle of exercise. It can exercise the same fascination over its devotees if given but half a chance. The wonder is that so many of these now turn it the cold shoulder.

Some observers put it down to satiety. Riders got too much of it, they say, and the bicycle is now paying the penalty. Novelty was its chief charm; that gone, it fell into desuetude.

Granting that there is a little truth in this, we cannot help asking why zest does not come after satiety and impel old riders to resume the practice of cycling. It does with some, but others remain indifferent, not to say obdurate.

A short time ago we visited the home of a one time famous cycle club, now become a social organization. The same men are still members, and trophies and mementoes of bygone races and runs still grace the club walls and tables. The talk is still of cycling, of the glorious days when everybody rode. Here and there one still does so; but the sum total would not form a corporal's guard.

"Why the boys don't ride I can't for the life of me see," remarked one of the faithful few. "I do, and always shall while I have strength. Time and again I come here and beg some one to get out a machine and take a run with me. But in vain. I have to go alone. By so doing I get the exercise that is absolutely necessary to me, together with some pleasure. But it is poor work riding alone, and if I had company the enjoyment would be quadrupled."

Asked why they did not ride, those present were unable to give any real reason.

The lack of example held some aloof. Others were always "going to," but never overcame the inertia which held them back. But they would some day.

That some day will surely come, but when it would take a wise head to say.

Mr. Becherer's Expensive Poodle.

The fond delusion of farmer folk and others of simple mind who think themselves aggrieved and subjects for recompense when any of the domestic animals which they allow to run loose on the highway are killed by cyclists or motorcyclists has just received a severe jolt out in Milwaukee. The fact that the bicycle rider who kills a hen or dog or cat, or hits a stray sheep, cow or horse on the road, is the damaged party, and not the owner of the animal, has been emphasized by the Wisconsin court.

The case in point has been pending for six months and is of interest to cyclists of all sorts everywhere, who might find it worth while to call the attention of farmers to it.

On June 24 J. C. Ladewig, while riding his Merkel in Milwaukee, encountered the French poodle of Gustave Becherer. The dog was harmless so far as biting was concerned, but he frisked into the spokes of the front wheel and caused an upset. Mr. Ladewig was bruised and his motorcycle considerably damaged. Becherer, the owner of the dog, watched him attack the cyclist and did not call him off. Ladewig sued for \$200 and obtained a verdict for that amount and costs of \$132. On appeal a judgment for \$70 and the costs was awarded to Mr. Ladewig.

Limits Power of Motorcycles.

The Auto-Cycle Club of Great Britain has definitely decided to adopt two racing standards for the year 1904. Limit by weight has been abandoned and cylinder capacity has been substituted. The A. C. C. standards will be as follows: Class A: motorcycles, the engines of which have a cylinder capacity of not more than about 269½ cubic centimetres, or the equivalent of 70 mm. bore by 70 mm. stroke; Class B, motorcycles, the engines of which have a cylinder capacity of not more than about 344¾ cubic centimetres, or the equivalent of 76 mm. bore by 76 mm. stroke.

In effect, the smaller class is for 2 h. p. engines, and the larger for 2¾ h. p. engines, and no higher-powered engine will be allowed in any scratch or handicap race in future, or until suitable tracks are built for higher speeds than are safe on present-day paths. The new standards were arrived at after careful consideration and after consulting the tracks.

Prince Henry a Motorcyclist.

Prince Henry of Prussia is the latest recruit to the ranks of royal motorcyclists. He is riding a German machine. Prince Henry is the same who visited this country a few years since and who took home with him a couple of American chainless bicycles.

RACED OVER THE SNOW

Big Fields Compete in the Three Midnight Events—Prospects Lose the Cup.

A fine demonstration of the fact that cycling enthusiasm is coursing warmly in the veins of riders about New York was furnished by the annual "midnight races" run during the first hour or two of the New Year. The roads were frozen, with ruts as hard as flint and a coat of hard snow crust, and glades of treacherous ice lay between the ruts. The air was bitingly cold and the sky overcast with clouds, yet each of the three races started from the city with only wine and glory and trophies at stake had big entry lists and were ridden in fast time, a new record being made in one of the events.

For the most arduous and notable contest, the historic struggle over the succession of precipitous hills along the east bank of the Hudson from the Park Circle at Fifty-ninth street and Eighth avenue, New York, to Yonkers and Tarrytown, there were sixteen entries by riders of "push wheels" and three by motorcyclists. The race was an open one for the first time, entries from any amateur being accepted, but the prizes were for only clubmen affiliated with the Associated Cycling Clubs of New York, which had charge of the race as usual. The outsiders could win only the wine. Three messenger boys in their uniforms were among the outsiders entered, but the winners, as it happened, were club men in each instance.

Thirteen of the pedallers entered started. No record for time was broken in this race, but one of its records was preserved, that of a race which does not yield a third victory to the same club or man. In years gone by several clubs have twice won the trophies that become a permanent possession when won a third time, yet the Gerbereux trophy for the victory to Tarrytown and the Simms trophy for winning the race to Yonkers are still at stake. This year the race started with a double victory in the race to Tarrytown to the credit of the Prospect Wheelmen of North New York, and the club had several of its best riders in it with the hope of capturing the prize "for keeps."

It slipped from their grasp by the narrowest of margins, however, as it has in the past slipped from the grasp of the Harlem, Riverside and Century Wheelmen. Friday morning the race to Tarrytown was won by Bert Dammann of the Century Wheelmen by a fifth of a second from George Cameron of the Prospect Wheelmen. Last year George Holzhauer of the Prospect Wheelmen won the race, and Dammann was second. Dammann's time for the ride of twenty-three miles to Tarrytown Friday morning was 1 hour 31 minutes. Cameron was almost abreast of him at the finish.

The race to Yonkers, which is a part of the race to Tarrytown or not as the rider pleases, for those who choose may win there and stop, was won by F. Wilhami of the Pros-

pect Wheelmen. His time was 44 minutes. This makes the second consecutive year that the Prospect Wheelmen have won the Simms cup, and the club now has a double wrap on both trophies. Thomas Mack of the Century Road Club Association was second at Yonkers, time 45 minutes, and James Beaver of the same organization was third, time 46 minutes.

This race was begun in 1889 by a hotel-keeper at Tarrytown offering a magnum of wine for the first wheelman to get there. Subsequently a Yonkers hotel did the same. Riders went for one or both prizes, as they chose. In 1898 the race was taken in charge by the Associated Cycling Clubs of New York, and, in addition to the wine, trophies for the clubs whose members were first at each place were offered, thus preserving the double character of the event. Since 1900 additional incentive has been offered in the form of a diamond medal as an individual trophy for the first to arrive at Tarrytown. Last year a new feature was added to the race by the offering of a cup for the first motor cyclist to reach Tarrytown. All the trophies become permanent possessions when won three times.

The Gerbereux trophy and the Oatman diamond medal were at stake at Tarrytown for the first club cyclist, and the Pitman cup for the first motor cyclist, while the wine was for the first man awheel. At Yonkers the wine and the Simms cup awaited the first.

The distance to Yonkers from the Circle at Fifty-ninth street and Eighth avenue, where the start was made, to Tarrytown is twenty-three miles. To Yonkers it is eleven miles. The record for the ride to Tarrytown is 1 hour 28 minutes, made by A. L. Cahn of the Prospect Wheelmen on Jan. 1, 1902. The record to Yonkers is 39 minutes, made by George C. Schreiber in 1900.

In 1899 H. Y. Bedell was the only one of twenty starters to get to Tarrytown. It took him ten hours to get there. He rode and walked through a young blizzard and was dragged into the hotel semi-conscious and given medical attention.

The motorcycle race to Tarrytown for the Pitman trophy was won by E. Kreuder, of the New York Motor Cycle Club. At Yonkers Edmund Shotwell was first of the motorcyclists and Kreuder was second, but Shotwell had trouble north of there. George Andes, the third motorcyclist who started, quit before reaching Yonkers. Kreuder's time to Yonkers was 55 minutes, one minute more than Shotwell's. Kreuder's time to Tarrytown was 1 hour 40 minutes. He lost time through not knowing the way and going astray. Shotwell and Andes claim that they had trouble with their porcelain plugs. Kreuder rode a Marsh, and both the others rode Auto-Bis. The motorcyclists were started thirty minutes after the pedallers and had no chance for the wine.

The third annual race of the Century Road Club of America to Coney Island and back was started at five minutes after midnight

with forty-two contestants, and in this event a new record was made, the cyclists having the sleigh-packed snow of Prospect Park and Coney Island Boulevard beneath their tires, which proved to be as fast as macadam. R. J. Wentz, of Brooklyn, a little known road and track rider of the National A. C., won the race in 47 minutes, breaking the record of 51 minutes for the sixteen miles, made by W. B. Ferguson in 1902. Wentz finished two lengths ahead of Joe Fogler, and behind him were Oscar Goerke and Joe Kopsky, lengths apart. The first four were in a bunch. Ferguson, the winner in 1902 and 1903, was a poor fifth.

Ralph De Palma, the professional, under life suspension by the N. C. A., fell in with the foremost bunch in the last quarter mile and sprinted across the tape in the lead. De Palma was not entered in the race, and Kopsky entered a protest, saying that he had paced Wentz, Fogler and Goerke. De Palma was not pacing any one at the finish, and Wentz, Goerke and Fogler declared they had not accepted his pace. The committee in charge of the race will consider the protest, however, and from what was said by officials at the finish it is expected that the protest will be allowed. If the winner and Fogler and Goerke are disqualified the prizes will go to men who are members of the promoting organization.

The full list of prize winners in the Coney Island race, in the order of their finish, is:

L. J. Wentz, Joe Fogler, Oscar Goerke, J. Kopsky, W. B. Ferguson, A. Fritz, F. Gebhard, O. Devine, J. H. Bennett, H. Early, J. Schuler, F. E. Mommer, W. Stober, Victor Lind, P. Sherry, W. Davis. There were three special consolation prizes offered for C. R. C. of A. men who finished first behind the prize list. These went to F. A. Dyer, H. Lind and G. Mesmin.

The fourth annual race from Bedford Rest to Valley Stream, under the auspices of the Century Road Club Association, was won by H. S. R. Smith. His time for the 15.7-10 miles was 48 minutes 30 seconds. C. Burnley was second by three feet, C. Zink was third, Oscar Baker fourth and C. Nerent fifth. This race was started with thirty contestants at 12:01 o'clock and was free from mishap or dispute.

The full list of prize winners in the Valley Stream races is:

H. S. R. Smith, C. Burnley, C. Zink, O. Baker, C. Nerent, F. Rosendorf, H. Brower, F. Kirchner, J. —ahlbach, H. Kayfetz, F. Weber, G. Weirich, A. G. Carrier, F. Kinloch, J. Dorfmann, R. B. Smith, J. W. Cowan and J. A. Olson.

All the riders took the "back road" as the shorter route, instead of going through Jamaica. The finish was a close one, the first half dozen men being in a bunch and Smith winning by only half a wheel. Referee D. M. Adey, who was taking charge of the finish at Valley Stream, had arranged to have a big bonfire of wood sprayed with kerosene burning at the road side, in order that the checkers might see the numbers. Referee Adey was lighting this bonfire when the first bunch of racers arrived and he was knocked sprawling in the road. There was some confusion over the scoring for a while, but it was straightened out by the wisdom of the referee and the honesty of the men, who confessed concerning who were ahead of them.

COLD COMFORT FROM COCKING

Tells the Britishers that British Columbia Prefers American Ideas and Bicycles.

From Charles Cocking, a leading dealer in Vancouver, B. C., and himself English born, one of the British cycle journals that sought his views and that is forever reviling America features, obtained cold comfort. Mr. Cocking made plain that, though a British colony, British Columbia will have none of the lumbering English bicycles. He outlined the bicycle which is in greatest demand and which readily will be recognized as the American article, as follows:

"The high-grade wheel, equipped with coaster brake and cushion or spring frame, which is becoming very popular, must sell here at about \$65 for cash. Hand brakes are never asked for, as we do not consider them necessary with a coaster brake; they are looked upon as being unsightly, and adding unnecessary weight. Flush joints on frames are favored, and are considered neater, and have proved amply strong. Cranks attached by cotter-pins are also considered out of date here, and do not look as well as some other methods that show no projections. Pedals must be attached to cranks by being screwed to same by one-half inch by 20 inch right and left thread, as it is standard, all pedals being made that way. Wood rims are used here altogether, but I do not think there would be any objection to steel rims nickel plated or nicely finished; wood would have to be enamelled and striped. Adjustable or reversible handle bars are demanded every time. Any medium weight Brooks or Lycett saddle meets our requirements; nickel plated spokes, and, of course, nipples seven-eighths of an inch long if for wood rims. Detachable tires, Dunlop preferred, but I think if tires are fitted here it would be better, as the Canadian article is much cheaper, and would allow the dealer to come nearer the popular price. There would be no objection to English tires, but they would add at least \$5 to \$8 to the price of the machine, which, I think, would be money well spent; but it is hard to make the customers think that way. Finish, plain black, or black with a stripe.

"Prices I mentioned are what the best Canadian or American cycles sell for here, and I do not think there would be much demand for anything at a much higher price. To show you that such is the case, Messrs. Humber & Co. consigned, I understand, about eighteen cycles to a firm in this city last spring, and I think their sales in the province were about ten or twelve, there being very few people who will pay \$135 for a machine here to-day, or even \$100; so, as I say, a bicycle to create a demand must be

made along the lines I mention and sell at that price, with a reputation at its back. Our cheap lines sell at \$40, with coaster brake.

"Now, as regards accessories, acetylene lamps are used altogether; no demand for oil any more, and, of course, lamps must be nickel plated. Bells we sell at from 25 cents to \$1.25; 50 cents and 75 cents, the popular price. Brooks saddles are sold in limited numbers, and, of course, anyone who wants a Brooks must pay the price; but that is the objection. Gear cases are not used. Mudguards are used on a very limited number of wheels, and in the wintertime only. There are very few cyclometers used. A good demand for a foot pump at about 75 cents. Not a very large demand for luggage carriers. Tourist valise we have no demand for out West, as our country roads are not good. Corbin Duplex, New Departure and Morrow coaster brakes are being used very extensively, as everyone is getting a coaster brake put on his machine. We sell a lot of pedals during the season, but the light American style is in demand; the English pedal with large square rubbers does not take. Toe-clips take well, and trouser-clips are sold extensively.

"Vancouver has a population of about 35,000, and about 3,500 cycles are in use; so you see it is a fairly good wheel town. I came here from Cornwall, England, fourteen years ago, and started in the bicycle business in 1891, in the days of the high machine. I first sold Beeston Humbers and Whitworth, then the Rudge-Whitworth, but have not sold any English cycles since 1895."

Value of the Trade Paper.

The Trade Press as an educator and a leader in every progressive movement for the trade's betterment, has been a positive force, says A. C. Dowse; it has battered down the old walls of prejudice and selfishness that made every dealer jealous of his brother; it has broadened the vision, opening up a world of thought; it has made for better business methods, for purer products, for honest merchandising and for legitimate recompense for toil and labor and capital expended and invested; it has made possible organized effort, welding together each link in the chain of fraternity.

The trade without a representative journal would be, in these latter days, much like a ship without a compass or rudder. Its policy is not dictatorial, rather does it persuade and convince; it is building upon broad and firm foundations the edifice of business success, a success having as its essential principles, manliness, honor, and an all around ability to cope with trade evils, be they seen or unseen, new or old; it is quick to warn, strenuous to combat and bold in defence of right. Uncompromising in its advocacy of principle, it ever leads the way, and by honest endeavor seeks to inspire each merchant with noble ideals.

"There is no beauty deeper than its dream, There is no hope beyond its swift desire."

HOW HE MADE HIS MILLIONS

Wearied of Cycling, Offered His Bicycle For Sale and Then—But Read the Story.

From rather an unusual source, viz., Iron Machinery, Chicago, comes this veracious narrative of how an unnamed bicycle magnate got a start and acquired millions.

"Some years ago a clerk in a coal office in a Western city grew tired of his bicycle and advertised it for sale. At 9 o'clock the next morning a buyer came, and the wheel was sold. At 9.30 came another inquiry and at 10 two more. They were told they were too late. Then the clerk got to thinking, and when two more men came to buy he did not tell them his wheel was sold. He made some excuse for not showing it, and asked them to call the next afternoon. At lunch time he hurried to a newspaper office and advertised to buy a second-hand bicycle. Then came more inquirers, who were put off as had been the last two.

"The next day there was a procession of sellers of wheels. With each the clerk agreed upon a price, to be paid if one day's trial proved satisfactory. And there was also a procession of buyers, to whom one by one were sold, at an advance, the wheels left for trial. Thus the clerk found himself doing a profitable little bicycle business.

"Then his employer objected to the loss of time and to having the place cluttered up with second-hand wheels. So the clerk thought some more, and at noon arranged with a boy who worked across the street at a small store with a shed behind it, to receive and store the bicycles and help sell them. Meanwhile the advertising went on and presently the clerk left his place in the coal office to devote all his time to selling second-hand bicycles. His business grew, and from dealing in old, he passed to selling new bicycles, and afterwards to manufacturing them. To-day he has a national reputation and his wealth runs up in the millions."

Innovations in Cycle Motors.

In one of the bicycle motors that has made its appearance abroad several innovations of interest are incorporated, chief of which is, perhaps, that provision is made for adjusting the valve lift stem; i. e., that the necessary total length from cam surface to valve seat may be maintained, irrespective of unequal wear, by the simple expedient of forming the valve lifter on rather stouter lines than usual, and into the top of this screwing a square-headed hardened steel bolt, which may be turned in or out to maintain the desired lift of valve and the correct timing. Both valve housings are detachable by merely removing two bolts, permitting the valves to be readily removed or inspected for any purpose, while the combustion head is so made that the spark plug may be placed centrally in the dome or directly over the inlet valve at the side.

FATE OF SOME SIX-DAY MEN

Scattered to the Four Winds and Grinding for Existence in Many Ways.

The official organ of the Century Road Club of America, the "Monthly News," is becoming an interesting publication. Following is an extract from the last issue of it that was timely and in the main correct:

"Of the thousands who have neglected meals and sleep during the last week and yelled themselves hoarse in their enthusiasm over the six-day bicycle race in Madison Square Garden, it is safe to say that not a corporal's guard could tell what has become of the 'bike' heroes of bygone days, or even their names. Mention these names and many persons will recall them readily enough. But what has been the fate of the racers whose names were on almost every tongue a comparatively few years ago?

"Fame is fleeting, and with their withdrawal from the track came oblivion, so far as the general public is concerned.

"Dead, no doubt," said one man whose enthusiasm over bicycle races has not waned since the advent of the automobile, when some of the old-timers of the high wheel period were referred to. 'My! what memories their names call up.'

"Yet it is a fact that very few of them have solved the Great Mystery. The majority are still hale, hearty and prosperous. They are scattered in many lands and engaged in many businesses.

"'Charlie' Ashinger, for instance, only a short time ago the idol of aspiring 'scorchers,' is a school teacher and chicken raiser in Ohio.

"'Plugger Bill' Martin, remembered by only a few, but in the late '80's at the top notch in his chosen field, is leading a life of ease and contentment in Australia, where he owns three hotels.

"Ralph Temple, also an old timer, as bicycle racers go, is in the automobile business in Chicago. Another engaged in the automobile business in Brooklyn is Albert Shock.

"'Senator' W. J. Morgan, one of the original six day riders, at present is the advertising man for an automobile paper. John J. Prince is a cycle race promoter, and William F. Knapp is a whiskey salesman on the Pacific coast.

"These were men who were really six day riders, in the days when there were no teams of two to relieve each other in the weary grind.

"There are others who will be more readily recalled. There's 'Charlie' Miller, winner of the 1898 race in Madison Square Garden, who alone made the remarkable score of 2,007 miles, 4 laps. With two men relieving each other at intervals last year the distance covered by the winning team was only 2,477 miles, 3 laps, and this year the distance travelled by the winning team promises to be not much greater than that

covered by Miller alone five years ago. Miller is now a licensed engineer, and is driving an automobile in races.

"Frank Waller, who was thirty-two years old before he took a notion to engage in bicycle racing, and who finished second in the Garden race in 1898, is back at his old trade of laying cement sidewalks in England.

"Political honors may soon come to Burns Pierce, who is a farmer and fisherman in Nova Scotia, and who has lately been spoken of for Mayor of his town.

"Frank Albert is a New York policeman. Oscar Aaronson, known as the 'Terrible Swede,' was badly hurt in a race in the Garden only two years ago, and died soon after of pneumonia. Another victim of pneumonia was John Lawson.

"Pat Nawn has dropped out of sight, but it is known that he is in his old home in Limerick, Ireland. 'Fred' Forster is engaged in the bicycle business in this city, and 'Doggy' Stevens is racing in Australia. 'Teddy' Hale, an old time favorite, is in the bicycle business in England, and Oscar Julius is in Reading, Pa.

Cyclepaths and Tags in Minneapolis.

Out at Minneapolis, Minn., the work of extending the system of cycle paths is still being prosecuted. During the present year 20,030 lineal feet, or 3.8 miles of cycle paths were constructed by the city engineer department. The expense of construction and repair work for the year approximates \$7,000. During the year, 19,457 cycle path tags were sold, bringing in a sum of \$9,728.50.

Out of this was paid \$800 on bills from last year, leaving a sum of \$1,200 in the cycle path fund at present. The bills for November will be insignificant and the department will have sufficient money on hand with which to make an early start at repair work in 1904.

There has been a perceptible falling off in the sales of cycle path tags since the boom years of 1900 and 1901. The city assumed charge of the cycle paths in 1900, and all the tags that could be secured were sold that year. In 1901, 30,300 tags were sold, and 3,000 more could have been disposed of if they had been procurable. Last year there was a decrease in the sale and although 30,000 tags were ordered, the sale only reached 24,329.

Bill Martin Becomes a Benedict.

"Plugger Bill" Martin is now a married man. The ceremony making Miss A. West, of St. Kilda, Australia, his wife was unostentatiously performed on Nov. 21, 1903, at Holy Trinity Church, Balaclava, Australia, by Canon Sutton. Mr. and Mrs. Martin will continue to reside in Australia.

Reception for Revenue.

The New York State Division, L. A. W., has arranged to give a reception and ball at Grand Central Palace, this city, on January 25 next. It hoped to acquire "funds that are needed to prosecute the plans of the Division," according to the announcement.

FIRST OVER THE NEW BRIDGE

Formal Opening Enables Two Men and a Club to Secure "Records."

There have been a number of bicycle "firsts" over the newly opened Williamsburg bridge between New York and Brooklyn since it was formally opened on December 21, and there are some first performances yet to come which will be even more interesting as records than those already achieved. These will be the records of the first riders to cross the cycle path which as yet is not completed. Thus far the records of "first across" have been made over the south roadway, that being the only part of the new structure opened to the public. When the cycle paths are completed they will be the first cycle way established between the two boroughs and a record of being first to cross them will be one worth getting up early in the morning for.

So far as known, the first cyclist to cross the new structure was S. C. Everitt, the colored trick rider, who rode his bicycle backwards from New York to Brooklyn and back on Sunday, December 20. This was before the bridge had been formally opened to the public, however. The opening exercises were held on Saturday, December 19, but the structure was not thrown open to the public until midnight of December 20. Everitt secured a special permit to cross during Sunday.

The first motor bicycle to go across and so far as known, the first bicycle of any sort after the formal opening was one ridden by George Decker, of the Alpha Motor Cycle Club, who rode across on Monday at noon.

The first club to go across was that of the Merrick Wheelmen, incorporated, of 326 East Sixth street, Manhattan. Led by President John Schuler and Captain T. L. Warren, the Merricks, to the number of thirty-nine, rode across on Christmas Day. This club has been organized only three months, but its membership is in the fifties.

Baltimore Americans Elect Officers.

The American Wheelmen of Baltimore held their semi-annual election at their clubhouse, 1521 East Chase street, on Monday last. Harry Charlton was re-elected president, as was Vice-President Theodore Krauss, Recording Secretary Chas. B. Weiss, Assistant Secretary B. Seidner, Financial Secretary William H. Kanne and Assistant C. Albert. John Emmert was elected sergeant-at-arms, George Kimmerlein, treasurer, William Morris, captain. First Lieut., Robert Shanklin, Second Lieut. George Huber and Color Bearer, Robert Emmert, were the other officers chosen.

According to Australian papers, "Major" Taylor is to get a bonus of \$10,000 and travelling expenses for his trip to the antipodes.

Ask any unprejudiced buyer
about

HARTFORD TIRES

and we'll abide by the result.

Hartford Bicycle and Motorcycle Tires are standard in every city, town and village. Intrinsic worth has made them so. Their quality is unvarying. Always the best, they represent the highest achievement of the tire-makers' art, and mark the high-grade bicycle. Specify them in your orders and be sure of the best.

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BUFFALO, N. Y., 22 W. Chippewa Street.
CLEVELAND, O., 77 Bank Street.
DETROIT MICH., 68 State Street.
CHICAGO, ILL., 136 East Lake Street.

MINNEAPOLIS, MINN., 117 South Sixth Street.
DENVER, COL., 1564 Broadway.
SAN FRANCISCO, CAL., 52 First Street.
ATLANTA, GA., 66 North Broad Street.

USES OF CYCLING SOLDIERY

Critic Undertakes to Point Out Both Advantages and Disadvantages.

In "World's Work" for December, Guy Speir has a capital article dealing with the advantages and disadvantages of the military cyclist, and suggesting a definite system of military cycling, an effective organization and a practical equipment. The writer is of opinion that the War Office have no clearly defined scheme, and are not making a sufficient appropriation "for the employment to their fullest advantage of military cyclists." His scheme is to divide the country into a suitable number of areas in accordance with the local conditions of each part of the country, making these areas smaller where the land is thickly populated, fertile, and covered with roads or railways, and larger where the land is thinly populated, barren and wild. To each of the cyclist companies or sections allocate one of these areas, choosing the ground allotted to any section or company because it is the most convenient for that particular company to work or is the nearest ground to that section or company's headquarters. "Then say," he adds, "you are responsible for this particular area, you have to find out all about it, to know every inch of it by day or night; you are a corps of local guides, and every year an inspecting officer will visit you and see that you know your business."

He would, in the first place, utilize the cycling soldier as a mobile scout, a guide with the knowledge of his own district at his fingers' ends and capable of replacing a bulky, slow, and possibly unreliable system of maps, a plan, however, that might work were all wars wars of invasion only.

But Mr. Speir has other uses to which he would put his ideal cycling corps—"When working in combination with other troops or attached to a division or brigade, cyclists would prove of great service if employed as dispatch riders to the base or within the lines of a friendly country or to keep up communication between the different parts of a scattered force; but the mere fact of the rapidity of a cyclist's movements will often be a source of grave danger if he is working in an unknown or hostile country or in places where the enemy's patrols might be." Undoubtedly a field in which the military cyclist would be of undoubted value, but why such importance should be attached to the dangerous side of his mobility is not readily understood, as it is not the swift and noiseless body of troops which falls into ambushes so much as that which moves cumbrously and with much clatter.

Other undeniable advantages of the cycling soldier are that, "In a rush to seize a bridge or a point of vantage close to a road a cyclist company would be most useful." "Catching up and delaying the retirement of

a retreating foe, threatening a weak spot in the enemy's position or moving out rapidly to the assistance of a hard pressed friend, are all situations in which bodies of military cyclists must undoubtedly be of great and particular value. And these are the situations to be carefully rehearsed by, and explained to, every volunteer cyclist during his annual training. A great measure of the success to be gained by such cyclists' exploits will depend not so much on the officers as on the individual men; in fact, in no form of service is so much independent and intelligent action required of the rank and file as in the rapid and dashing movements which a cyclist section or company may be called upon to attempt."

In conclusion Mr. Speir enumerates the disadvantages of the military cyclist as fol-



NEW YORK BRANCH 214-216 WEST 47TH STREET

lows. They are: (1) "in a roadless country a military cyclist is useless; (2) even where there are roads a cyclist's sphere of action is bounded by distances of a few hundred yards on either side of the road, for he must not leave his bicycle far away from him; (3) in a hostile or unknown country when scouting he may, from the very rapidity and mobility of his advance, run into danger before he perceives its existence and suffer loss and disaster; (4) his bicycle may get out of order at a critical moment, though this is a rarer event than is generally supposed."

A critic of Mr. Speir very justly brings to bear these arguments to combat the alleged disadvantages: (1) "that in a roadless country the non-cycling soldier—unless like the Boer he can carry his own food and cook for himself—is just as useless as the cyclist. (2) With an efficient folding cycle—and to be efficient the military cycle will have to be of a collapsible and portable nature—the field of operations will be by no means limited to a few hundred yards on either side of the road, since the military

cyclist will be enabled to traverse rough ground and regain ridable roads at least as quickly as a foot soldier or a cavalryman. (4) The war in South Africa demonstrated clearly enough that the capacity of the horse for becoming 'hors de combat' was far greater than that of even the present-day military cycle; and it is not unreasonable to suppose that after a few years of experimenting cycle manufacturers will evolve a machine of much greater reliability."

Standing of C. R. C. A. Competitors.

The standing of those in the competition for the greatest number of centuries ridden during the year by Century Road Club of America members up to December 1 was as follows.

1, Andrew Clausen, Chicago; 2, George W. Seaward, Brooklyn; 3, Charles L. Shoenart, New York; 4, E. G. Minnemeyer, Chicago; 5, Fred E. Mommer, New York; 6, T. S. Floyd, Winthrop, Mass.; 7, F. I. Perreault, Malden, Mass.; 8, Thos. J. Walsh, Jersey City, N. J.; 9, Dr. G. B. Salter, Chicago; 10, H. Ollendorf, New York; 11, W. G. Meister, Brooklyn; 12, Jos. Kopsky, New York; 13, M. Zaconick, New York; 14, J. E. Gregoire, Brooklyn; 15, Harry B. Hall, Brooklyn; 16, Charles S. Schnepf, New York; 17, A. D. Rice, Winthrop, Mass.; 18, C. W. Proll, San Francisco, Cal.; 19, Oscar Lenz, New York; 20, Herman A. Berls, New York; 21, William F. Watson, Philadelphia; 22, Philip Sickenius, New York; 23, E. P. Bailie, New York; 24, A. Selle, Brooklyn; 25, Mrs. R. Munsterman, New York.

The standing of the ten leaders in the mileage competition to December 1 is as follows:

1, Andrew Clausen, Chicago; 2, Thos. J. Walsh, Jersey City, N. J.; 3, Thomas W. Davis, Hull, England; 4, Fred F. Mommer, New York; 5, Charles L. Shoenart, New York; 6, J. E. Gregoire, Brooklyn; 7, E. P. Bailie, New York; 8, J. C. Sickenius, New York; 10, Joseph Kopsky, New York.

The record to December 1 for road racing is as follows:

	1st	2d	3d	4th	Total No. of points.
Chas. Mock	12	2			67
Joseph Kopsky	2	6			38
W. B. Ferguson	2				20
Geo. Weirich	1	1	1		10
W. H. Caldwell	1		2		9
Van den Dries		1	2	1	8
O. Steih		2		1	7
Harry Geisman	1				5
Oscar Lenz			2		4
Fred. Gebhardt		1		1	4
Chas. Soulie			1		2
W. Higginson				1	1
Chas. Lundberg				1	1

Frohman Preferred the Bicycle.

Gustav Frohman, one of the famous family of theatrical managers, is an enthusiastic and consistent cyclist. One of his companies performed in Wilmington, Del., recently, and Mr. Frohman packed his company off in a railroad train and then mounted his bicycle and with it covered the 30 miles of hilly road between Philadelphia and Wilmington.

Order Veeder Cyclometers



Regular Cyclometer, Price, \$1.00.

the very first thing, if you even pretend to keep a bicycle establishment. There is little need for us to tell you about the superiority of VEEDER CYCLOMETERS. It is recognized all over the world. What we want to have you recognize is the fact that our Cyclometers are selling faster now than in several years before. The big orders indicate good conditions in the bicycle trade, we believe.

Cyclometers stimulate the interest in bicycling. You should handle them not only for the ready profit, but also out of policy. Get some "Regulars" and "Trips" in stock, right away.



Veeder Trip Cyclometer, Price, \$2.00.

For our constantly increasing European business we have appointed the following cyclometer sales agents: For British Isles, Markt & Co., Ltd., 20 Chapel st., Milton st., London; for Germany, Italy, Switzerland and Russia, Ellis Menke, Frankfurt-on-Main; for France, Markt & Co., Ltd., 76 Rue de Turenne, Paris; for Denmark, Finland, Norway and Sweden, Chr. Achen, Copenhagen; for Austria and Hungary, Robert Siercke, Vienna; for Holland and the Dutch colonies, R. S. Stokvisse & Zonen, Rotterdam; for Belgium, Van der Wielen & Schwiebbe, Antwerp.

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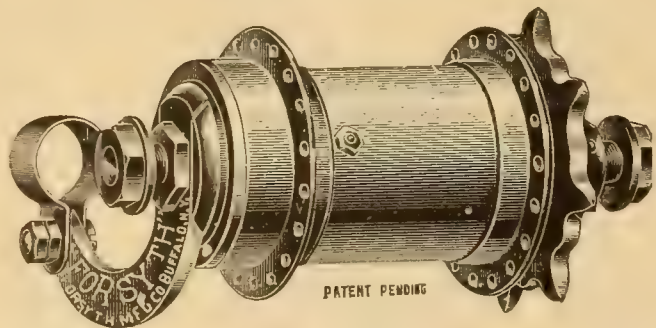
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More Good Features

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ADJUSTABILITY

is one of the big features, but there are others, and the man who closes his brain to them closes his brain to truth. Are you open to conviction?

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PIERCE BICYCLES PERSONS SADDLES

NATURALLY GO TOGETHER.

The makers of the Pierce always have steadfast adherents of not merely the highest quality but have insisted that comfort and quality were handmaidens. The makers of the Persons Saddle have long taken the same stand. What then is more natural than that Pierce Bicycles should be equipped with Persons Saddles.



The names Pierce and Persons were never associated with anything having mere cheapness as one of its chief virtues.

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OUTJUMPING "KANGAROOS"

"Mac" and Lawson's Teaming From "Back of Scratch" is Sweeping Australia.

Iver Lawson and Floyd McFarland have simply been "tearing things up" ever since they reached Australia. No one seems to be able to withstand their speed and wonderful team work. All the local riders, promoters and papers pay homage to them as the fastest combination ever seen on Australian soil, and the humiliation of the resident riders is emphasized by the fact that Don Walker, the champion, and the other fast ones are given ten, fifteen and twenty yards' start, McFarland, as a rule, being on scratch and Lawson, when he rides in a handicap, being put back of scratch, as the riders of wheels with pneumatic tires were when they first appeared and competed against solid tired machines. In other words, Lawson is being treated as if he was a phenomenon and in a class by himself.

According to the latest advices, Lawson and McFarland are getting most of the money, and the native riders are simply outclassed. At the time the latest advices received here left Australia "Major" Taylor had not arrived. McFarland and Lawson are not the only American riders in the land of the kangaroo, however. Orlando Stevens and Hardy Downing are both riding there, although they are as much outclassed by big Mac and speedy Iver as the natives are.

On November 3 the New South Wales Cycling League began a meeting at which the trial heats of the "Sydney Wheel Race," one-mile handicap, \$500 first prize, and of the "Orient Plate," one-mile scratch, \$200 first prize, were run. In the former race McFarland won his heat from 15 yards behind scratch. He jumped past "Plugger Bill" Martin (10 yards) and Champness (30 yards), before they had fairly got going. Hardy Downing won his heat for the "Orient Plate." Lawson won his heat in both events and qualified for the finals. Like McFarland, he rode from 15 yards back of scratch. In the final of the Sydney Wheel Race the middle mark men let the limit men get off and make a runaway of it, and Lawson was the only one of the back mark men to finish in the money. The meeting was run on November 3, 9 and 11. The summary:

Sydney Wheel Race.

One mile—£100, £15, £5.

Ferg. Smith, 130 yards.....	1
Iver Lawson, 15 yards behind scratch....	2
C. E. Glencross, 140 yards.....	3
Time, 1:58 1-5.	

In the final of the race for the Orient Plate Lawson simply romped in, winning by three lengths. Summary:

Orient Plate.

One-mile scratch—£40, £7, £3.

Iver Lawson	1
-------------------	---

W. McDonald	2
G. R. Morgan.....	3
D. J. Walker.....	4

Other events at the two days' carnival in which the Americans figured were as follows:

Australian Handicap.

One mile—£15, £3, £2.

Iver Lawson, 15 yards behind scratch....	1
D. J. Walker, scratch.....	2
W. Palmer, 20 yards.....	3

Lawson was pulled by Hardy Downing and won by three yards. Time, 1:55 2-5.

Ellegaard Scratch.

Five miles—£10, £3, £2.

Floyd McFarland.....	1
J. Filsell	2
C. E. Burton.....	3

Lawson and Walker scratched from this event. McFarland won by three lengths. Time, 11:02 2-5.

In the McIntosh half-mile handicap McFarland failed to qualify in the first heat and Lawson scratched from the second heat.

Cumberland Plate.

Five miles—£10, £3, £2.

Iver Lawson.....	1
A. E. Champness.....	2
G. R. Morgan.....	3

Lawson, pulled by McFarland, won by three lengths. Time, 11:04 4-5.

Metropolitan Handicap.

One mile—£10, £2, £1.

F. McFarland, 20 yards behind scratch....	1
D. J. Walker, scratch.....	2
E. F. Wilsch, 10 yards.....	3

After a phenomenal ride all the way McFarland won by three lengths. Time, 1:57 4-5.

Denison Cup.

Ten miles, scratch—£15, £3, £2.

Iver Lawson.....	1
W. McDonald.....	2
G. R. Morgan.....	3

Walker, McFarland and Martin were put out by punctured tires. Downing led at the bell, with Lawson on his wheel. Lawson sprinted 150 yards from home and won by five yards. Time, 22:14 2-5.

In the League Handicap, at two miles, McFarland started from 30 yards behind scratch in his heat, and raced alone the whole distance and won eventually by a small margin. In the final he was not able to get up.

Queanbeyan Cup.

Ten miles, scratch.

Iver Lawson	1
J. Filsell	2
D. J. Walker.....	3
W. Martin	4

Nearing the straight Martin sprinted, and it looked to be a throw in for either he or Walker, but Lawson came on the outside with a marvellous sprint and won by two lengths. Time, 22:43 1-5.

Iver Lawson Plate.

First class scratch. Five miles.

Floyd MacFarland	1
Hardy Downing	2
D. J. Walker.....	3
J. Filsell	4

The redoubtable American pair, after their victories in New South Wales, made their

first appearance on Victorian soil at the meet of the East Melbourne Bicycle Club on Nov. 14, and again MacFarland and Lawson swept the programme. Following are summaries of the events in which they rode:

One mile handicap—£14, £4, £2.

Floyd McFarland (scratch).....	1
Ben Goodson (70 yards).....	2
W. Middleton (95 yards).....	3

When the bell announced the last lap "big Mac" humped his back and, amid a perfect furore from all parts of the ground, overhauled the leaders at a two to one bat, winning by at least thirty yards without an effort. Time, 1:58.

Stuart One Mile Scratch—£12, £3, £2.

I. Lawson	1
F. MacFarland	2
D. J. Walker.....	3

Entering the straight Lawson ran past his mate, and the latter narrowly escaped being done out of second place by the Australasian champion, who picked up his lost ground in good style. Time, 2:14.

Invitation Half Mile Scratch—£14, £4.

Iver Lawson	1
G. R. Morgan.....	2

At the bell Lawson sprinted away, with Morgan in full cry in the rear. A great tussle ensued, but the American won by a wheel. Time, 1:15.

The meeting at Melbourne was continued on Nov. 21. Summaries:

International Scratch Half Mile—£14, £4, £2.

Iver Lawson	1
G. J. Farley.....	2
G. R. Morgan.....	3

Downing suddenly took Lawson out, Farley and Walker pursuing. Rounding the turn in the last lap Lawson went out and won by three lengths. Walker finished fourth. Time, 1:10 3-5.

International Scratch, Five Miles—£12, £4, £2

Iver Lawson	1
G. R. Morgan.....	2
Floyd MacFarland	3

At the bell the order was MacFarland, Lawson and Pye. Morgan was close up with Walker. Rounding the turn into the home stretch Lawson shot out, challenged by Morgan, who rode him to a length at the line, MacFarland being about the same distance away third, and Walker a handy fourth. Time, 11:21 4-5.

According to the table of winnings published Nov. 26 in the Australian Cyclist Lawson is the biggest winner of the season, McFarland being seventh on the list and Don Walker, the champion, eighth. Hardy Downing is nineteenth in the list of forty-six money winners, and "Doggie" Stevens does not figure in it. Following is the table for the first eight men:

Rider.	1sts.	2ds.	3ds.	Amount Won
I. Lawson.....	8	1	—	£157 10
E. A. Pye.....	4	2	1	122 0
W. Palmer	2	5	3	118 0
Ferg. Smith.....	1	—	1	102 10
G. R. Morgan.....	7	2	6	100 0
E. F. Wilsch.....	5	1	2	48 0
F. MacFarland	4	—	1	46 10
D. J. Walker.....	1	5	3	41 10

FINDS RELIEF IN RHYME

Success of American Visitors Causes
Australian to Break into Verse.

The victorious sweep of Lawson and McFarland over Australian tracks has driven at least one of the native cycling scribes to seek refuge in verse from his woe at the repeated defeats of resident riders. The versifier apprehends that the big prize of the "Sydney Thousand" will be captured by the visitors in spite of the fact that the handicappers of Kangarooland are putting Lawson further and further "back of scratch." The verses, which were written especially for the Australian Cyclist, are reproduced here for the benefit of "the boys," who will rejoice in the wide swath that "Mac" and Iver are cutting in the antipodes.

"Oi've been dramin, sir, 'bout cycling,
Mister Editor, that same,
An' Oi'm sendin' full partic'lars,
An' Tim Lannigan's my name.
Sure thim Yankees are great roiders,
Boi me soul they 'take the bun,'
They'll be grabbin' all the dollars
'Fore the Sydney Thou. is run.

'Twas last noight, wid Mick O'Dooley,
Oi wint boi mysilf, alone,
Just to see great Iver Lawson
An' 'Long Mac,' who's 'bout half grown,
Roide their boikes an' face the music,
'Gainst our own brave Fed'ral bhoys,
Well! they did, but sure our lads are
'Gainst thim merely hobble-de-hoys.

Sure, it was a great performance,
Great, an' true as Oi'm aloive,
When young Iver won the final
In wan minute fifty-foive.
Home to bed Oi wint reflectin'
On the marv'lous Yankee team,
An' in fancy saw the Thousand
Raced and won—but in a dream.

Floyd McFarland came down like a wolf on
the fold
He was peddlin' like Palmer for good Austral
gold,
While shouts rent the air from the thousands
around
Congregated for sport on the swate cricket
ground.

'Twas the great Sydney Thousand, each flag
there unfurled
Represented each State, sure the whole of
the world,
For 'twas clearly defined, quite as clear as
the day,
The whole globe was as welcome as flowers
in May.

'Twas a great handicap, but Oi grieve to re-
late,
Iver Lawson was stunned, sure he swooned
at the gate
When he heard of the starts, now Oi'm sure
you will smile,
Moorshead, Tipper and Buck had received
half a mile.

Then came Curley an' Plunket, Brook, Smith
an' O'Brian,
On 735; tare an' ouns, 'twas worth tryin',
Then Farley, Rolfe, Goodson, Shepps, Payne
in the orbit
On 597 wid the great Larry Corbett,

The great Jinril Lewis (sure Oi main dear
ould Bob),
Wid Burton an' Chalmers, were hit hard on
the nob,
For the handicap fiend, jist betwain you an'
me,
Had just settled their hash, quoite, on 563.

Gudgeon, Megson an' Pye, brave McDonald,
Dick Mutton,
Their chances were nil, sure they were'nt
worth a button;
All on 491, boi me soul Oi felt ill,
When they gave 397 to our own "Plugger
Bill."

What chance had poor "Plugger"! sure not
one, anyhow
After all he had done, not the luck of a cow,
Filsell, "Pedaller" an' Wilksch, on the quar-
ter with Morgan,
Oh, chuck it, me lads; pool yer blunt, buy an
organ.

But the divil's own luck, quite a Rhodes
curly yorke,
Was dilt to the Vic. sprinting lad, Donny
Walker.
Wid MacFarland on scratch, ring of tactics
an' clinches,
Poor Don was put back just to ninety-nine
inches.

But what can Oi say of the treatment of
Iver,
You'll think, sure, Oi'm mad, that Oi'm
givin' yez "gyver."
Yet as sure as wet weather is bad for a
match
Swate Iver was placed half a mile behind
scratch.

Tho' the track looked a mile, sure the limit
man said
That he counted the hairs back of swate
Lawson's head.
Oh, just think of it do, what a beautiful race,
Where the scratch for the limit are actin'
as "pace."

Oh, the joy an' delight of the great rank an'
file,
Larry Corbett just gleamed wid a tin be
noine shmile,
Sure they squirmed an' thin wriggled near
out of their socks,
Loike a flock of ill-manner'd bold bubbly-
jocks.

Well, the race. Howlin' snakes, what a race
to be sure,
Whoy, the pace seemed too great for mere
men to endure,
Buck and Tipper just shprinted roight clear
off the track,
Right over the lawn 'gainst the shtand wid
a whack.

Hear the crowd yellin', "Megson," "Hould
on tight, Plugger Bill."
"Gudgeon," "Morgan," "Pye," "Palmer"—
bedad Oi felt ill.
"Shake 'em up, Donny Walker; arrah,
shprint like ould nick,"
"Good luck to yer, Don, lad, an' hurroo fer
ould Vic."

Shure the shweat on me face was just pourin'
loike rain,
"Dickie Mutton, be gobs," "What the devil's
up wid Payne,"
"Look, they're all in a bunch, the long Yan-
kee is done."
"Musha, bhoys, look at Lawson, what a rale
boskir run."

Oi declare Oi don't lie, not the nayger, by
gar,
Could have held Lawson there. Why, he
flew loike a shtar,
'Twas a swate pretty shprint, just about
half a mile,
An' he collar'd the wheel of "Long Mac"
wide a shmile.

Thin a howl an' a yell from the mighty
crowd rose
As shparks seemed to fly from "Long Mac's"
Yankee nose,
Wan kick, an' he tied himself up in a knot,
Thin bolted wid Lawson roight after the lot.

"Tally ho!" "Faugh-a-ballah!" "Whoop!"
"Erin go bragh!"
"Just look at 'em shprintin', ain't it fine! ha!
ha! ha!"
They've bate iv'ry wan, 'ceptin' brave Donny
Walker,
He's down'd Yankee Mac, he can roide when
no "baulker."

Lawson first, Walker second an' Mac a bad
third.
Toime, 1 minute 3 seconds. Oh, rats, how
absurd.
Sez Oi, "Tim, are yer mad? Ye're a noight-
ma-re-moke,"
Thin Oi fell out of bed wid a crash—an' thin
woke."

American Pacers in Demand.

American motor pacemakers are said to
be in demand in France.

"The Americans have got a better head
than the Frenchmen and they don't get ex-
cited so quick," is the way it is put.

Gateley, one of the Boston pacemakers,
says that he was offered \$200 a month to go
to France to pace Contenet in all his races
next summer, but declined, saying that he
would rather be killed in America than be
killed in France and be shipped home.

Gately says: "I would like to go, but the
chances are too great for the money. The
game is getting too strong for me and the
sooner I quit it the better it will be for me."

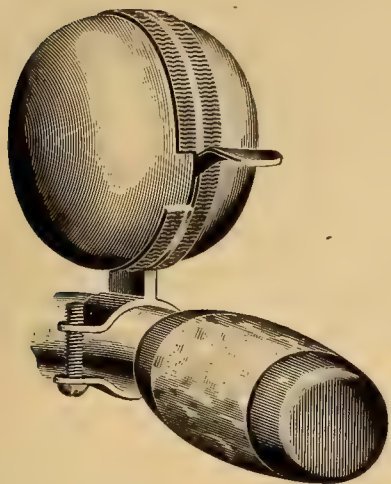
Motorcycles Barred From Open Events.

Three motorcycle events are included in
the programme of the Florida East Coast
Automobile Association meet, which occurs
on the Daytona beach January 27, 28 and 29.
On the first day a five-mile "American motor-
cycle championship" will be run, on the fol-
lowing day a ten-mile handicap and on the
last day a one-mile handicap, best two in
three heats, which suggests something un-
common in handicap races. The motor bi-
cycles are barred from the free for all
events. Last year, Oscar Hedstrom, on an
Indian, ran away from the cars, which may
possibly account for the restriction.

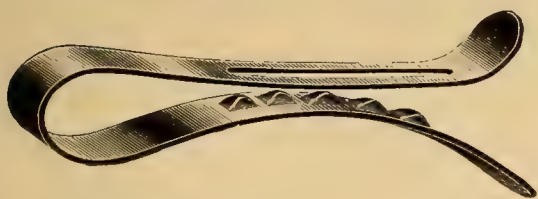
Where Boarding Houses Provide Bicycles.

At one time almost every resident on the
Berea, the suburb where the European work-
ers in Durban, South Africa, live, kept a
horse to carry him backwards and forwards
between his place of business and his home.
To-day the bicycle takes the place of the
horse. Some of the boarding houses provide
the use of bicycles free to those of their board-
ers who do not, as yet, own wheels. These
machines have been picked up for a mere
song at market sales, and the speculative
boarding house keepers have taken advan-
tage of the opportunity to drum up custom.

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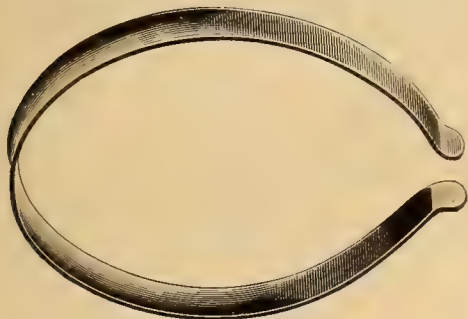


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Physicians' Interest in Bicycles.

The decline in popularity of the bicycle among fashionable people seems to have been quite offset by its increased use for practical purposes of locomotion. In many sections of a large city one may now see clerks and workmen going to and from their work on bicycles, to their great advantage from an economic standpoint in both time and cost, and particularly, in the case of the clerks, to their great advantage physically. The physician's interest in the use of the bicycle, says the Medical Journal, lies in its advantages as a means of promoting outdoor exercise among persons of modest means who can only with great difficulty be brought to take regular exercise in open air. During the bicycle craze much damage was undoubtedly done by fast riding on the part of young people whose hearts were not able to stand the strain, but this tendency seems to have been eliminated to a very great extent, and when this danger is guarded against there is no better method for persons requiring outdoor exercise than the use of the somewhat neglected but none the less valuable bicycle.

Better than Automobiles, Says Habberton.

John Habberton, the author of "Helen's Babies" and other well known works, is a confirmed cyclist of the right stripe. His opinion of the bicycle is emphatic, and his faith in it is such that it is not altered by the automobile craze which has affected so many other prominent persons. Hear him:

"My bicycle has worked so many wonders for my temper, digestion, general health and enjoyment, that I would not exchange it for any other means of recreation, an automobile not excepted. Now that faddists and scorers have abandoned their wheels I confidently expect to see all sensible people take to bicycling as a permanent habit."

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George Kennan, the author, lecturer and famous Siberian explorer, is a veteran cyclist who still makes use of his wheel.

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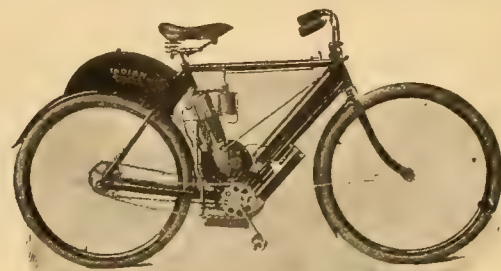
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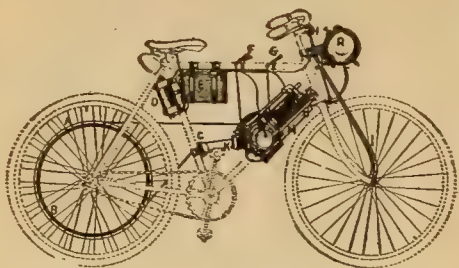
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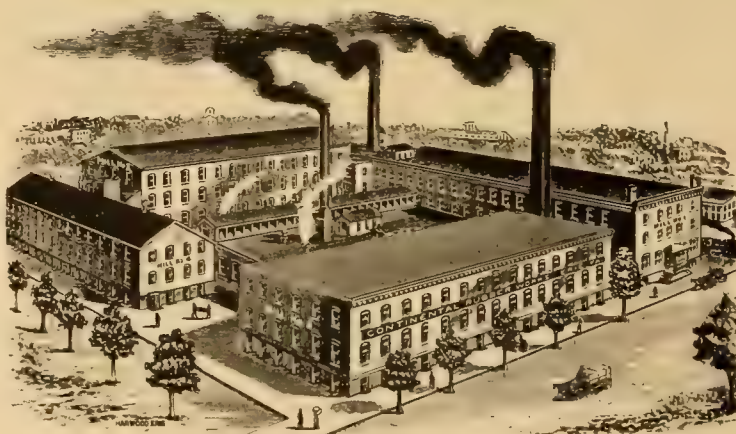
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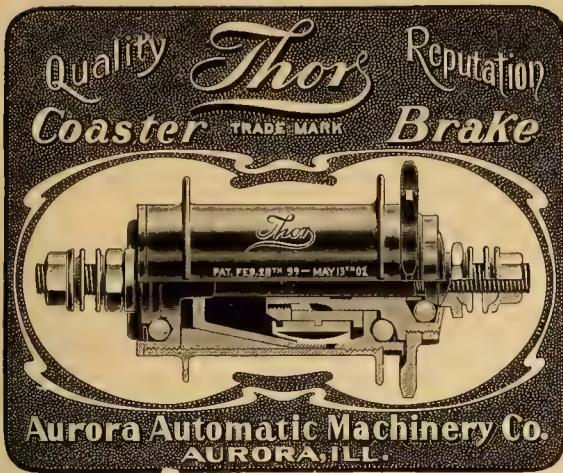
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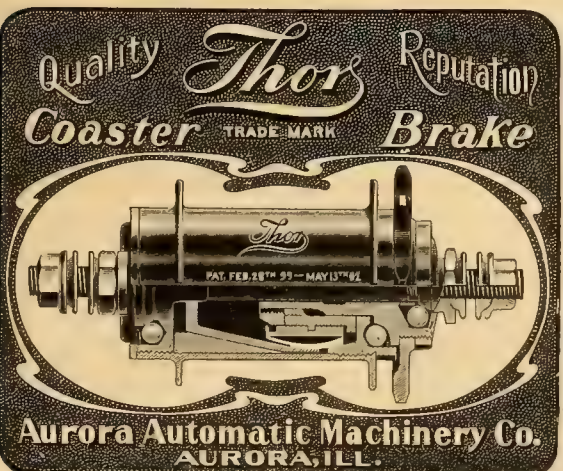
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The Week's Patents.

747,449. Bicycle Support. John Longbottom, Lawrence, Mass. Filed March 23, 1903. Serial No. 149,053. (No model.)

Claim—1. A support for a bicycle comprising a brace adapted to be inserted between the rear stays of the frame of said bicycle and having projections upon one face thereof constructed to engage the under side of one of said rear stays and hold said bicycle in an upright position.

747,478. Sprocket Band. Albert S. Reed, Chicago, Ill., assignor of one-half to Florence Harris, Chicago, Ill. Filed August 30, 1902. Serial No. 121,572. (No model.)

Claim—A compensating device for sprocket wheels comprising a continuous flat strip of sheet metal, said strip having rectangular perforations at intervals corresponding to and adapted to fit over the teeth of a gear wheel, and intermediate rivet holes, one between each two of said perforations, whereby a sprocket having any number of teeth may be fitted with said compensating device cut off to the proper length to encircle the sprocket, said strip having its ends fastened together by rivets passing through the registering rivet holes in said ends.

747,576. Coaster Brake. George F. Barton, Elmira, N. Y., assignor of one-half to Frank F. Weston, New York, N. Y. Filed December 31, 1900. Serial No. 41,582. (No model.)

Claim—1. In a coaster brake the combination with a driving member, a driven member, a brake and a brake actuating member, said driven member and brake actuating member each having two opposed surfaces of revolution having centers upon a common axis, of a clutch member having rocking and driving engagement with the driving member, and also having two sets of opposed surfaces corresponding with and being adapted, one set, to engage the said opposed surfaces of revolution upon the driven member and the other set to engage the similar surfaces upon the brake-actuating member when rocked to one side or the other of a central neutral position.

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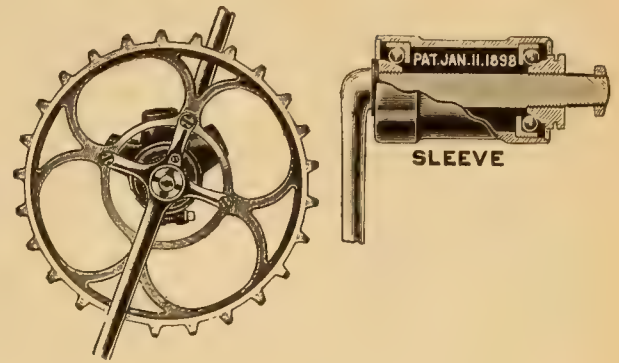
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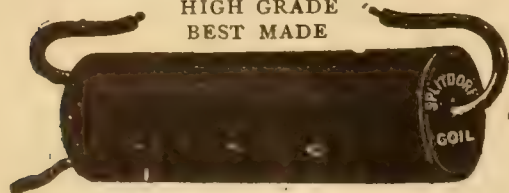
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CAS LAMPS, Etc.

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THE E. H. HALL COMPANY (Incorporated),
Jobbers Bicycles and Supplies,
59-65 Exchange St., Rochester, N. Y.

DON'T BUY TIRES

until you have had our proposition on

"Black Diamond" and "Rochester Guaranteed"

They are the very best value today. Write us about them.

THE SIDNEY B. ROBY CO.,
Jobbers of Cycle Supplies. Rochester, N. Y.

Write for 1904 Catalogue,
Bicycle and Automobile Supplies

THE KELSEY CO.,
BUFFALO, N. Y.

SPROCKETS.

We supply nearly all
the best trade.

PARISH & BINGHAM CO.
CLEVELAND, OHIO.

The "Indispensable" Man.

Every now and again we read of this, that or the other man who is "indispensable" to the success of some great enterprise, and certain men, inflated by a measure of temporary accomplishment, come to regard themselves as not only the king bolts, but the whole running gear of the machine of which they are a part. Hack writers who make it their business to ladle out platitudes to young men urge their readers to "make themselves indispensable" to their employers, and many an otherwise clever youth has had his usefulness destroyed by getting to imagine that he had arrived at the state of indispensability.

It sounds like an Hibernianism, but it is almost true that no man is doing his work so well that somebody could not be found who could not do it better, and when a man comes to regard himself indispensable there are few who would do it so badly. The man who really accomplishes the good work in this world is the one who is always trying to do it better; when he becomes "indispensable" it is time for him to die, says the Journalist.

The Cycle Path Board of Winnipeg, Manitoba, at a meeting held on December 17, adopted a form of badge for the year 1904 and voted to order 9,000, a number slightly in excess of the number issued for 1903.

"The A. B. C. of Electricity" will aid you in understanding many things about motor bicycles that may now seem hard of understanding. Price 50 cents. The Goodman

We WISH You
A
HAPPY NEW YEAR
and
We'll MAKE It
A
PROFITABLE ONE

If you'll let us.

HOW?

SELL

International
Bicycle Tires
and
Inner Tubes.

Write for Catalogue and Prices.

International A. & V. Tire Co.,

Factory and General Offices:
MILLTOWN, N. J.

The Bicycling World

AND MOTORCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVIII.

New York, U. S. A., Saturday, January 9, 1904

No. 15

BIDS IN MARSH PLANT

Creditors Reorganization Gets the Property and Promptly Raises Price of its Product.

Despite the appearance of several other bidders on the scene, the American Motor Company was successful in bidding in the (Marsh) Motor Cycle Manufacturing Company's plant at Brockton, Mass., when it was put up for public sale by the receiver last week; \$10,450 was the amount paid for the property, the purchasers also assuming all liens, which total some \$10,200.

The new owners took charge at once, and among other things quickly agreed on a price of \$165 for the 1904 Marsh motor bicycle, which, as last year, will be of 3 horsepower; it then listed at \$125, a figure that created something of a furore and that forecasted the embarrassment that followed.

The American Motor Company is incorporated under the laws of Maine, with \$150,000 capital, and is composed largely of members of the old company. The organization is John Stratton, of Stoughton, president; Harry K. Perkins, of Bridgewater, treasurer; Dr. Charles O. Swan, of Stoughton; W. C. Dow, of Braintree, and W. T. Marsh and A. R. Marsh, of Brockton, directors. These officers were all creditors of the Motor Cycle Manufacturing Company, Mr. Stratton, who is the proprietor of a large knitting mill in Stoughton, being one of the largest creditors. The capital of the company is divided equally into preferred and common stock of value \$5 per share. Anticipating their purchase of the factory, the American Motor Company had circularized the creditors with a view of enrolling them as stockholders to the amount of their respective claims; it is believed that a good majority of the creditors entered into the agreement, many of them being riders and dealers who had paid in full or in part for motor bicycles that were never delivered by reason of the failure.

It is learned that the company purposes to retire the stock in rather a novel manner. Briefly, it is to permit one share of stock to apply on the purchase price of each machine. The new list price being \$165, and the stock being valued at \$5 per share, will make the net list price to stockholder \$160. As most of their claims represent cash deposits of \$89.06, money advanced for a 1903 model,

to "even up" on the new basis, it will be necessary for each creditor to order eighteen machines. Those shareholders who do not avail themselves of this opportunity may either sell their stock at their pleasure or obtain the 7 per cent. annual dividend that is outlined in the plan of reorganization. Creditors who did not embrace the plan will obtain only the pro rata share of the proceeds of the factory sale, which will scarcely reach 5 per cent.

Receiver Betts Files Final Report.

Frederick A. Betts, of New Haven, who for several years has been in charge of the plant of the Keating Wheel and Automobile Company, of Middletown, Conn., has filed in the Superior Court of Middlesex County his detailed report as receiver. A hearing took place on the acceptance of the report, and on a motion to discharge the receiver.

Mr. Betts reports that during his receivership, covering a period of two and one-half years, the receipts aggregated \$325,653. The largest sums, aggregating \$160,000, were derived from the sale of personal property and real estate. In addition the sale of manufactured goods yielded \$34,403. Receiver's certificates brought in revenues to the amount of \$70,000. The disbursements amounted to \$313,742. Interest payments amounted to \$74,727. Manufacturing supplies amounting to \$30,338 were purchased. The wage roll amounted to \$36,882, while salaries aggregating \$8,440 were paid. The receiver reports that the cash on hand amounts to \$12,190.

Hopkins Succeeds Varney and Allen.

C. C. Hopkins, former secretary of the Thomas H. B. Varney Co., the Rambler agent in San Francisco, has succeeded to the business of the company, which he will hereafter conduct under his own name. Hopkins has also taken over the business of I. P. Allen, the Columbia agent, and is occupying the former Allen store, at Larkin and McAllister streets.

Stevenson Swears off Old Debts.

George T. Stevenson, now a salesman in this city, this week filed a petition in bankruptcy, with liabilities \$14,392 and no assets. The debts were contracted in the bicycle business at Toledo, Ohio, in 1896, where he made an assignment on May 29, 1896.

MAY SETTLE OUT OF COURT

Likely That Hartford-Pennsylvania Inner Tube Suit Will be Amicably Adjusted.

It is quite probable that the suit of the Hartford Rubber Works Company vs. the Pennsylvania Rubber Company for alleged infringement of the Mallilieu patent, No. 631,803, which has been pending in the United States Circuit Court for the New York District for about a year, will be amicably adjusted.

The patent is the one covering the "dog's ear" or envelope-fold form of inner tube, and immediately they were served with notice of infringement, the Pennsylvania people ceased its manufacture.

F. A. Wilcox, the head of the Pennsylvania Rubber Company, was in New York this week, and while here had a conference with the Hartford Rubber Works' attorneys, with the result that a mutually agreeable understanding was reached and which will require only ratification to put an end to the pending litigation. It is understood that Mr. Wilcox is possessed of a patent in exchange for which he is to receive a license to manufacture under the Mallilieu patent.

Jamesville Company is Incorporated.

The Jamesville (N. Y.) Manufacturing Company was incorporated at Albany last week with \$20,000 capital, to manufacture bicycles and automobiles. The directors are Albert Spencer, of Jamesville; Herbert Hotaling, of Syracuse; James H. Olcott and Calvin McCarthy, of Jamesville, and A. H. Spencer, of Rensselaer.

The Jamesville Company a few weeks ago bought the effects of the I. A. Weston Company, and will improve the plant and infuse vigor into the conduct of the business.

New Connecticut Corporation.

The Elliott Wagon Corporation has been incorporated at Thompson, Conn., with \$3,000 capital. Its purposes are stated to be to engage in the manufacture of "carts, wagons, carriages, unicycles, bicycles, automobiles and other vehicles."

Pierce is President.

George N. Pierce, the head of the George N. Pierce Co., has been elected president of the Manufacturers' Club of Buffalo, one of the most substantial organizations in that city.

OLD BICYCLES IN DEMAND

Live Repairer's Call for 1000 of Them Brings to Light Many Curios.

A rummaging of attics, cellars and sheds has just resulted from an advertisement in a New York evening paper. "Wanted—1,000 old bicycles at \$1 and \$2 each; any condition," was what it said, and as it appeared in the columns that are carefully scanned by people who are looking for opportunity to buy, sell or swap almost any old thing, it naturally attracted attention.

The call for such a large number of old bicycles in "any condition" has an unusual aspect which piqued the curiosity of a *Bicycling World* man. This curiosity was not unmixed with suspicion, and the combined influence of the two resulted in a visit to the establishment of A. D. Krauss, the advertiser, where the suspicion was dissipated and the curiosity satisfied. Mr. Krauss owns the Gem Cycle Exchange on Borden avenue, near the Long Island Railroad ferry, in Long Island City. He is a bright, active appearing young man, and met his caller's inquiries readily and frankly.

"Are you buying old bicycles, Mr. Krauss?" he was asked.

"Yes, if you don't want to much for them."

"Do you want a thousand?"

"Of course I do, if I can get them. That's what I advertised for. But \$2 is my limit on price."

"What use do you intend to make of them?" the caller asked, expecting that the reply might be a suggestion to mind his own business. Instead of this he was handed a card which conveyed the information that Mr. Krauss builds bicycles to order, does expert repairing, makes a specialty of racing wheels, will exercise his craft on disabled automobiles, and is on the lookout for work or trade of any kind which a clever mechanic might be expected to do. A glance about his well filled little establishment indicated that he is on the qui vive for bargains in stock, his exhibit of bicycles including a number from the stock of a well known concern which went into bankruptcy several months ago.

"I break the old machines up for such parts as can be used in repair work," Mr. Krauss said as his caller glanced up from the card. "None of those which I buy are in condition to fix up and sell again; and in fact it is not my plan to run a second hand stock. An old bicycle that could be fixed up to sell second hand might be worth more than \$2, but I would pay no more than that for it, as it would not be worth more for my purpose."

"Do you get many?"

"Well, not so many as might be got if I advertised more frequently. The day after that 'ad' appeared there were about fifty replies. They came from all over—from Brooklyn, New York, Staten Island and New Jersey. The number dwindled each day, but

there were nearly a hundred altogether. Some people brought their wheels here and I went to some of the places when people asked me to call. The things I saw would make a curious collection. There was everything, from the old ordinary to the best machine of a year or two ago; and they were in all stages of dilapidation through age, neglect and unuse. Some were merely junk, and poor junk at that; while others were a bit too good for my money. I get some of nearly all the varieties I saw, and every day or two some one comes along with one that he is willing to leave for nothing, if it is worth only that, just to get rid of it.

"Most of the people who have old bicycles to sell are those who have given up cycling, but they include a number who think they may renew their interest in it some time. This kind of people generally have wheels that are in a fair state of preservation; they were evidently put away with some degree of care, with a possible view to getting them in commission again. As to whether they continue to ride I have not had the curiosity to ask them. The subject is not seasonable."

Alterations in the Auto-Bi.

The Thomas Auto-Bi of 1904 will be of 3 brake horsepower, the increase of power carrying with it not only a change of motor, but a general strengthening of all parts of the machine. In the new motor the flywheels and crank shafts are a single drop forging, and are machined in fixture to assure true and even running. While the Thomas people will retain the left hand grip switch, they will also employ what they term an "auxiliary grip control," which "is placed within easy reach of the right hand" and which "may be set at any desired speed and left there."

The 1904 Auto-Bi will be further distinguished by a box or receptacle which will contain in respective compartments, the gasoline, the lubricating oil and the batteries. The tank will have a capacity of five quarts of gasoline, and the oil reservoir a capacity of one and one-half pints; the sight feed of the latter will be placed in plain view and easy reach of the rider, and will permit of lubrication without dismounting.

The truss spring forks and the Hygienic cushion frame will be retained.

The Retail Record.

Salt Lake City, Utah.—A. H. Meredith; fire.

Canon City, Colo.—F. A. Smith; new repair shop.

Raleigh, N. C.—J. M. Bishop takes J. Q. Williams, jr., into partnership.

Corson Improves his Stand.

E. H. Corson, East Rochester, N. Y., is now making his motor bicycle stand adjustable to either chain or belt machines. It is the one stand that lifts both wheels completely off the ground and holds it absolutely secure.

GERMAN PRICECUTTERS SUED

Action Brought by Sufferers and Heavy Damages Given by Dusseldorf Court.

"They do some things better in Germany."

A storekeeper at Dusseldorf sold goods at a low price, which were supplied on the condition that they were to be retailed at a fixed rate, but the manufacturers could not trace the supply. Five local firms, therefore, took an action on the point that anybody doing serious harm to others is liable to pay compensation for the damage. The court decided in favor of the injured local dealers, and assessed the damages at \$500, and an extra \$370 for every other case which should be proved in future. The costs of the case, which has gone through several courts, are enormous, and have to be borne by the defendant. On the basis of this judgment, the proprietors of German patented cycle goods intend to fight all the price cutters who undersell their competitors and go against the instructions of those supplying the goods.

How Trade is Lost in France.

"Three years ago all high-grade wheels sold in this section were, with two exceptions, of American manufacture," writes Consul Jackson, of New Rochelle, France. "At that time the outlook was very favorable, but now all is changed. First, the combine of dealers in American wheels in France has shut out competition, and has maintained prices that are entirely disproportionate to the cost of the same wheels in the United States, and in almost every case much dearer than the best wheels of French make. Secondly, because the agents lack that generosity and frankness in business which encourage the sale of wheels.

"I can cite instances where purchasers at La Rochelle of one of our best known bicycles had so much trouble in having certain defects remedied that it was only after weeks of correspondence and complaint and the shipment of wheels to Paris several times that they were enabled to enjoy a spin on their American machines. Two instances in particular in which the purchasers were officials of high rank practically destroyed our trade here."

Texans Fighting Lamp Law.

Bicycle riders in Cleburne, Texas, are fighting in the courts a local ordinance which prohibits bicycling at night except when a lamp is carried on the bicycle. A considerable sum of money has been raised to defend an alleged violation of the law. The defence is based on two grounds—one being the general discrimination of the law in not including other vehicles in the prohibitory ordinance. The other ground is that Cleburne being chartered only under the general law, which does not grant the city authority to control vehicles, the ordinance in question is unconstitutional.

L. A. W. REORGANIZATION

Proposed New Constitution Makes for Some Radical Changes—"Athletic Committee" Provided for, and League to Live on Interest of its Income.

At last the League of American Wheelmen has done something, and, although it is unconscious of the fact, it is something sensational. There has been nothing given out to the press about it from the "morgue" in New York, as the headquarters of the president are called, although that is where it originated, yet the fact has been discovered that the league proposes to do something, and something sensible.

It is nothing less than to resume charge of amateur racing.

An entirely new constitution and set of by-laws have been prepared by the New Yorkers, and one of the objects of the league in the first article thereof is set forth as "to encourage and promote amateur bicycle contests under the rules and regulations of the Amateur Athletic Union."

As New York now controls the majority vote in the National Assembly, there is every reason to believe that the new constitution will be adopted.

The resumption of the control of amateur racing is not the only novel feature of the new constitution, however. In some other respects there is a return to first principles. One of these that is noteworthy is that the word "white" is returned to its place in the article on membership, thus again barring the negro years after the bitter fight over the subject resulted in the word "white" being dropped, the negro admitted and the South disaffected.

The constitution is new throughout, even the objects of the organization being stated anew and more lengthily, but no better.

The secretary-treasurer is to pass upon applications for membership under the new rules. The dues remain the same and the initiation fee, and it is proposed that these hereafter shall not be used, but shall constitute a permanent fund, to be invested, in the president's name, in dividend paying securities. The interest alone is to be used for running expenses and apportioned to the divisions. The fee for life membership is advanced to \$20. State divisions are retained. The term of the president is to be two years, and he is to have power to remove the secretary-treasurer.

The National Assembly at which this new constitution is to be voted upon is to be held on February 10 at the headquarters in Boston, Room 22, No. 221 Columbus avenue.

The proposed new constitution and bylaws in full follow:

CONSTITUTION.

ARTICLE I.

NAME AND OBJECT.

Section 1. The name of this association

shall be the League of American Wheelmen.

Sec. 2. The objects of this association are (a), to promote and encourage bicycle riding for business, pleasure and health; (b), to protect and defend the rights of wheelmen, who are members of this association; (c) to encourage and facilitate touring at home and abroad; (d) to procure the passage and enforcement of better laws for the construction and maintenance of highways and bicycle paths; to secure greater economy and efficiency in the administration of matters connected with the construction and maintenance of highways and bicycle paths; to promote by every proper means the construction and maintenance of a better system of highways and bicycle paths throughout the United States, and to that end, to educate the people so that they will aid in such work; (e), to encourage and promote amateur bicycle contests under the rules and regulations of the Amateur Athletic Union.

ARTICLE II.

MEMBERSHIP.

Section 1. Any white person of good character may become a member of this association.

Sec. 2. Applications for membership shall be in writing, signed by the applicant, and shall state the name in full, residence, post-office address and occupation of the applicant.

Sec. 3. When the applicant resides in a State, Territory or colonial possession of the United States having an organized State division, the application shall be forwarded to the secretary-treasurer of such division. When the applicant resides where there is no organized division, the application shall be forwarded to the secretary-treasurer of this association.

Sec. 4. The secretary-treasurer of this association shall decide upon the eligibility for membership in this association of all applicants; and if accepted, and if the applicant reside in a place having no organized division, he shall forward to the applicant a card of membership, good for one year from its date, which, of itself shall be notice of acceptance, and a receipt for the fees and dues. Membership cards for applicants residing in organized divisions shall be forwarded to and distributed by the secretary-treasurer of each division. In case of rejection, the applicant shall be promptly notified thereof, and all fees and dues paid by him at once returned.

Sec. 5. Renewals shall be made by paying the yearly dues within thirty days after the year for which payment has been made.

ARTICLE III.

LIFE MEMBERSHIP.

Section 1. Any person otherwise eligible to membership in this association, or who is already a member thereof, may become a life member by paying the amount herein-after stated, and otherwise complying with the constitution and bylaws of this association.

ARTICLE IV.

FEES AND DUES.

Section 1. The annual dues shall be seventy-five cents. The initiation fee shall be one dollar. Such dues for the first year and the initiation fee shall accompany all applications.

Sec. 2. The fee for life membership shall be twenty dollars, payable at the time of the application; and no other fees or dues shall ever be required of a life member; except that life members, as well as other members, who desire to receive the official organ of

this association, shall be required to pay the established rate to members therefor.

Sec. 3. All initiation fees and the dues of life members shall constitute what shall be known as the Permanent Fund of this association. No part of the principal of such fund shall ever be used or impaired, but shall be invested and kept invested, from time to time, by the president of this association, in his name and that of his successor in office, in good, dividend paying or interest bearing securities, approved by the executive committee. Investments shall be made in the sum of five hundred dollars or over. The interest alone of such fund shall be used, one-half thereof for the general purposes of this association, and one-half thereof shall be apportioned among the organized State divisions, in proportion to their membership at the time.

Sec. 4. Annual dues shall be apportioned as follows: Where there is no State division the dues from members shall go, one-half to the secretary-treasurer of this association, on account of his compensation; and the other half to the association, for general purposes; provided, that at any time the executive committee may apportion a part of said fund to the members paying the same to be used in promoting the objects of this association. Dues derived from members in State divisions shall be apportioned, fifty-five cents thereof to the State division, ten cents thereof to the secretary-treasurer of this association on account of his compensation, and the balance to the association for the general purposes thereof. Monthly accounts and adjustments of dues and membership shall be made between the divisions and this association.

ARTICLE V.

OFFICERS AND ELECTIONS.

Section 1. The officers of this association shall be a president, vice-president, secretary-treasurer and auditor.

Sec. 2. The president and vice-president shall be elected once in two years, at the time and in the manner officers of State divisions shall be elected. In State divisions provision shall be made by the State officials for such election, and returns thereof made to the secretary-treasurer of this association within thirty days after such election. Where there are no State divisions, the secretary-treasurer of this association shall notify members and furnish them the necessary ballots for mail vote, such mail votes to be forwarded by mail to the secretary-treasurer of this association, and shall be canvassed by him and by the president of the association, with the votes from State divisions, and the result declared. All national officers shall assume office on the second Wednesday of February after their election. The secretary-treasurer and auditor of this association shall be elected annually in February of each year by the national assembly.

Sec. 3. The president may, for cause and after hearing, remove the secretary-treasurer, and may fill vacancies caused by his removal or otherwise. The national assembly may remove the president and vice-president, or either of them, and may fill vacancies in such office arising from any cause.

ARTICLE VI.

COMMITTEES.

Section 1. The standing committees of this association shall be: (a) The executive committee, to be composed of the president, vice-president and auditor; (b) the rights and privileges committee; (c) the highway improvement committee; (d) the committee on

(Continued on page 414.)

Two Riders Say:

"Riding a spring fork, cushion frame National is like floating on an air cushion."

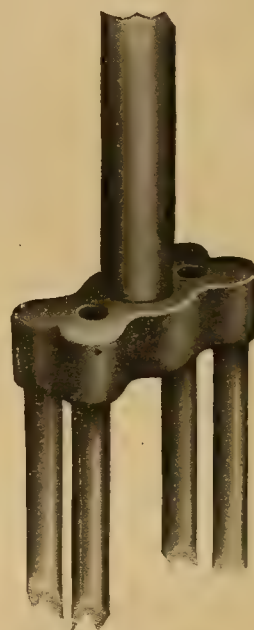
"You have got them all beat on the spring fork proposition."



It's simple, sightly and weighs but little more than the regular fork.

It fits any National frame, 22-inch or higher. Just mention the number of the bicycle.

It's just another National good thing which make Nationals profit winners.



GET THE AGENCY WORTH HAVING:

NATIONAL CYCLE MANUFACTURING CO., Bay City, Mich., U. S. A.

It's a Simple Problem

to select your tires for

1904

FISK TIRES

Less
Replacements.



Less
Annoyance.

have given absolute satisfaction.

LIBERAL TREATMENT.

PROMPT DELIVERIES.

GET OUR PRICES.

FISK RUBBER COMPANY, = Chicopee Falls, Mass.

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SPRINGFIELD,
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DETROIT,
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SAN FRANCISCO.

REPAIR DEPOTS:

PHILADELPHIA,
WASHINGTON,
TORONTO,
ST. LOUIS,

OMAHA,
MINNEAPOLIS,
DENVER,
LOS ANGELES

LONDON.

THE BICYCLING WORLD

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Change of advertisements is not guaranteed unless copy therefor is in hand on SATURDAY preceding the date of publication.

Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, JANUARY 9, 1904.

For a Standard Spark Plug.

Why there should exist such a diversity of spark plug sizes, seats and threads for bicycle motors is one of the things not easily understood. Possibly it is due to the *fancy* of the industry or to the lack of thought or organization on the part of those most concerned—the makers of plugs and motors, the latter in particular.

It is time, however, that the far reaching benefits of a standard size and thread were properly appreciated. It was brought sharply home to us but a few weeks since when of a party of eleven motorcyclists, one was unfortunate enough to have three successive plugs "go wrong" and who was left stranded simply because of the twenty-five or thirty plugs at the command of the party there was not one that would fit his motor. The same misfortune has occurred and is likely to occur to any rider anywhere at any time. If alone and removed from a large city—and even in some large cities—the trouble would leave him absolutely helpless.

Such conditions should not be permitted to remain. If motors were made with a seat of standard size and thread and a plug made to correspond, the situation could not exist. The most humble crossroad bicycle store could afford to carry in stock a plug or plugs to meet any call that might arise. As it is, the variety of plugs that are required render anything of the sort practically impossible, even in the cases of a well regulated establishment. A standard seat and a standard plug would serve so many purposes that it is to be hoped that there will arise a leader who will undertake to get the makers together and agree upon a plan of action. They will be serving motorcyclists not more than they will serve themselves.

A Finish and a Feature.

There was a time when the finish of bicycles formed one of the much reverted to "talking points" of that not very far-distant day. When the first colored enamel machine made its appearance it created a small sized sensation; and makers everywhere promptly fell over themselves trying to be the first to get into line. It was only a little while before a plain black machine became a rarity and appealed to a number of people who prized it as a grateful relief from the glaring offenders against good taste which faced them on every side.

It was much the same way with rim finish. For many years the sober, conventional black was the only color tolerated or even thought of. Then the wood rim burst upon a wondering world and effected an instant metamorphosis.

Natural wood finish became all the rage and remained so until some bright mind conceived the thought of applying several coats of paint and varnish to them. Then the cycling world went daft over colored rims, and they have been in vogue ever since.

At the present time it appears as if ingenuity in the matter of finish had been exhausted, that there is nothing left to do. But is this true? Are there no tricks left untried which would prove effective and appeal to the jaded appetite of even the present day rider? We think so, most decidedly.

It has been demonstrated again and again that people want novelties, or, what is much the same thing, contrasts. Colored enamel scored simply because it was totally different from plain black. When natural finish wood rims were put on they seemed to us superlatively handsome; and again it was because

we were accustomed to steel rims enamelled black. And when we had time to become tired of natural finish rims we welcomed enamelled ones again with open arms.

At the present time a natural finish wood rim would be a decided novelty on a high class machine. We are much mistaken if it would not be a "go." There is nothing handsomer than a well made and well finished wood rim, with the grain of the wood showing through the staining. It is distinctive, has an aristocratic air about it that commends it to particular users. The old Victor wood rim had just such an air, and it was not until the Overman Company began to go down hill that this finish was abandoned.

A natural finish, too, is an index to the character of the rim. Enamel and paint cover a multitude of faults, and it is impossible to tell what is under them. If figures were available, we feel sure that they would show that the standard of natural finish rims is higher than that of painted ones, that there are fewer rejections of the later than of the former. A natural finish rim would frequently fail to pass muster where an enamelled one would go through.

Rims of this sort, pleasingly presented and "talked up" with discretion and skill would prove a "feature" of value, or we are sadly mistaken. And if so they would point the way to the adoption of other equally effective features.

Good Roads a National Issue.

When the President, in his message to Congress, the Governor of the Empire State in his message to the Legislature, and the Speaker of the same State Assembly, all dwell at some length and with favor upon road improvement, it is a sign that the campaign which has been prosecuted by cyclists for a quarter of a century has at last broadened into a politico-economical issue.

The cyclists began the struggle alone and unaided, with immeasurable prejudice against them. Automobilists and others have now espoused the cause, national organization has been effected and the original arch enemies of good roads, the farmers, are rapidly falling into line as earnest advocates of improved highways. The agitation for good roads has grown far beyond and away from the wheelmen and in the increasing general interest being taken in the cause the original pioneers, who had to face opposition and abuse are almost forgotten. Yet it was the wheelmen who started the ball a-rolling

that now is moving with a perceptibly increasing rapidity and is full in its promise of accomplishment. It was the pioneers who gathered the statistics concerning good roads abroad, the economy of fine highways, who worked out the financial answers to the problems of improvement and who formulated the plans for procedure under a republican form of government. All this work of the cyclists who were the original good roads body of modern years, is now being used as the basis of proceeding by those who are now more active in carrying on the agitation than are the wheelmen who began it.

It is in the nature of things that matters should be as they are, but it is but just that the part played by the wheelmen should be pointed out from time to time.

It was recently predicted in these columns that if the good roads question did not receive proper attention in due time it would become a political issue. Eventually the mass of the people will appreciate the importance of this need of the country, and when they do they will not be slow in condemning the political party which neglects to heed the need and putting into power a party that will heed it. At present both great parties are toying with the question and doing more in promises than in acts, but the time is near at hand when the work of road improvement will go forward like the work of fortification in time of war. The good roads cause will move like a glacier, carrying all before it.

It was thought in former years that the wheelmen were selfish in their good roads arguments, that the question was a local one. The agitators cried that it was a question of national scope and of vital importance. Now the truth of what the wheelmen argued is beginning to be realized.

The "Remnant" Redivivus.

At a time when the opinion was gaining ground that the League of American Wheelmen was a corpse ready to be embalmed, a tremor of life appears in the body. The new constitution and by-laws prepared by the New York contingent is tantamount to a reorganization scheme, and on the whole, it appears to be more commendable than otherwise, which, considering the source, is distinctly a shock.

The proposal to again dabble in racing comes at an opportune time. Affairs with the N. C. A. are in a bad way. Several of the modern cycle tracks have been de-

stroyed, others are in financial straits, and the regular courses seem threatened with extinction unless some new life is infused into the sport. With the L. A. W. promoting amateur contests, it looks as if matters were returning to the primitive conditions when all riders were amateurs and races were held on trotting tracks, or anywhere it was practicable—and there was some good racing in those days. Perhaps with a return to first principles there will be more good, clean sport.

Why an "athletic committee" should be appointed can only be explained by the brain that conceived it. Is the League going to foster foot running and hammer throwing?

The plan to have presidents serve for two years will at least save the holding of one funereal "assembly" in each two years, and that is something.

How the running expenses can be paid with the interest from the dues it is difficult to conceive, and what is ultimately to become of the "permanent fund" composed of the dues it is hard to guess in the absence of any provision made for the use of the fund. According to the constitution as drawn, this fund never could be touched by any one, and would have to go on increasing forever, unless the constitution is amended and a use found for the fund.

The quiver of life in the body is encouraging. Its further movements will be watched with more interest than it has aroused for years.

If their skulls were not so thick our mudslinging "friends" in England would find in the letter of Mr. Charles Cocking, of Vancouver, B. C., reproduced in last week's *Bicycling World*, an all sufficient reply to their cries of "wolf," "tariff," etc. Mr. Cocking, an Englishman by birth, sold English wheels in the English Colony as long as was possible—until 1895. Since then the American bicycle has exclusively dominated the market, which will now have no other. That an English manufacturer who, believing otherwise, last year consigned a number of English machines to a Vancouver dealer had his labor for his pains would silence all but the British bigot's cry.

No one who studies the modern bicycle can deny that it becomes better and more comfortable each year. When the tide sets in its favor once more there will be a pleasant surprise in store for those who take it up.

Worcester Club Holds Annual Election.

The Century Cycle Club, of Worcester, Mass., held its annual meeting on December 30, and the members were gratified to learn through the treasurer's report that the organization is in excellent financial condition. The club will round out eight years of existence in July next. The election of officers resulted in the choice of the following: President, Henry N. St. Martin; vice-president, James W. Grady; recording secretary, Edward A. Parker; financial secretary, Daniel J. Buckley; treasurer, Anthony Primeau; sergeant-at-arms, J. J. Grady; board of directors, M. R. Whalen, H. H. Gazette; captain, Joseph E. Londergan; first lieutenant, Robert J. Barr; second lieutenant, George A. F. Brown; color bearer, Walter Boyd; bugler, Victor St. George. Captain J. E. Londergan serves as chairman of the racing board and the other members are J. W. Grady and H. N. St. Martin.

Monitor Choose New Officers.

The Monitor Cycle Club, of Brooklyn, has elected officers for the ensuing year as follows: President, Walter Rosengren; vice-president, A. E. Newman; financial secretary, Carl Ericson; recording secretary, Gus Gustafson; treasurer, Rudolph Wincher; sergeant-at-arms, Alex Swanson; road officers, captain, Frank O. Ericson; first lieutenant, Nissi Rosendorff; second lieutenant, Oscar Hanson; first sergeant, Sven Ericson; second sergeant, Oscar Alhstrand; color-bearer, Rudolph Strandberg; bugler, A. Bergen; surgeon, Dr. Westberg.

Bay City Wins Home Trainer Race.

The annual interclub home trainer race, which is a feature of cycling club life in San Francisco, and which occurred there last week, was won by the Bay City Wheelmen's team. The Garden City Wheelmen were second and the New Century Wheelmen third. Victor S. Gray, B. C. W., made the best time for the two miles, 2:59. Frank Center, of the Bay City Club, tried to lower the Coast record for five miles, but could not finish on account of the home trainer breaking down.

Globe Girdler Reaches Detroit.

"Willie" Schwiegerhausen, the German world girdler, has reached Detroit. He arrived there December 31, and after a four-days' stay started eastward. With two companions Schweigerhausen left Leipsic June 10, 1899, and has already ridden some 52,000 miles. One of his companions was killed by the Arabs, and the other became ill and gave up the journey.

Motor Bicycles as Mail Carriers.

The rural free delivery mail from Santa Ana, Cal., is carried on motor bicycles, and is proving a great success. Several machines are in daily use in that service.

The annual Cycle and Motor Show at Brussels opens on January 23, and will continue for two weeks.

NEW YEAR'S FIRST CENTURIES

Hall and Shoenart of C. R. C. of A. do the Trick on Long Island Roads.

Harry Hall, of the Century Road Club of America, and Charles Shoenart, the centurion of the New York State division, on New Year's Day rode the first centuries of 1904 over the frozen roads of Long Island.

What makes their ride better than some was the condition of the roads and the severe cold. Harry Hall was the first to start on the long journey, pushing away from Bedford Rest, Brooklyn, toward Coney Island and at exactly eleven minutes after twelve. He rode to Coney Island, checking there, and then returned to Bedford Rest, completing his first sixteen miles in one hour. As he rode past Bedford Rest he was joined by Shoenart, and they were loudly cheered by the spectators who were watching the Coney Island road race. They passed through the sleeping towns of Long Island in rapid succession, and near Lynbrook Shoenart had the misfortune to slip and break his wheel. He rode back to Lynbrook to search for a wheel to complete his run.

Hall went on and in spite of the almost impassable condition of the roads succeeded in finishing his first fifty miles in 4 hours and 5 minutes. While Shoenart was walking around Lynbrook he happened to find a hotel which was just about to close, and borrowed a wheel from the proprietor.

Once more he started, only to receive a puncture after riding about eight miles. After repairing his wheel he pushed off once more.

Hall on his homeward journey was almost frozen and was compelled more than once to leap from his wheel and prance around to get his blood in circulation. He arrived at Bedford Rest at 9:05, making his century in 9 hours and 5 minutes. Shoenart appeared at the Rest at 10 o'clock, and, considering accidents, rode well, his time for the 100 miles being 12 hours.

Hall and Shoenart will receive handsome prizes from the Century Road Club of America.

War on Australian Motorcyclists.

In Australia the feeling against motorcyclists is so strong that recently when a race was to be held the farmers declared they would turn out all their stock into the road if it was run, and a new course for the event had to be found.

Nashville Ordinance is Comprehensive.

A new automobile ordinance which is likely to be adopted in Nashville, Tenn., includes under its provisions all bicycles operated by electricity or other power. The ordinance fixes a speed limit of ten miles per hour.

Bicycles' Mysterious Appearance.

The police are gathering up a fine collection of bicycles which they will probably exhibit at St. Louis if they cannot get rid of them any other way. Within the last two years they have found and still have awaiting claimants, three Crescents, two no names, one Syracuse, and one Columbia, says the Phoenix (Arizona) Republican. To which the Albuquerque (N. M.) Journal retorts that it might be well for some of the numerous Albuquerqueans who have been losing wheels to go over to Phoenix and investigate.

Would Bar Bell Ringing Collisions.

Chief of Police McCollum, of Topeka, Kan., is disposed to make bicyclists responsible for accidents to pedestrians regardless of whether the former are actually to blame, or not. He wants the city council to change the bicycle ordinance so that it will be a misdemeanor for a bicyclist to run over a pedestrian, even though the bicycle be provided with a bell. His view is that as the ordinance stands the bicyclist rings his bell and the pedestrian must dodge; he would have the bicyclist do the dodging.

Dentist's Novel "Motor."

Many dentists nowadays make use of small electric motors to furnish power for their various instruments of torture. It has remained for an Australian knight of the forceps to employ a bicycle for this purpose. He has turned the machine upsidedown, attached a foot piece to it, and by running a belt from sprocket wheel to his drill press supplies the latter with power.

Western Tracks Want Eastern Men.

The Salt Lake City, Pueblo and Denver tracks are to work together during 1904. A circuit is now being arranged, in which there will be no conflicting dates. It is planned also to make requisition on the East for riders, a number of the best men to be asked to compete on the Western tracks.

New Zealand Wants the "Major."

As a part of his antipodean tour, "Major" Taylor contemplates several appearances in New Zealand. The Christchurch Cycling and Motor Club had, at last advices, under consideration an offer from him to appear at a number of races. The club was in communication with other New Zealand clubs to see what support they would give Taylor.

Novelties for Parisian Cyclists.

Night rides of Parisian cycle clubs are now in vogue. The novelty will be a cross-country ride, the men being compelled to follow the trail by the aid of lanterns, which must be alight when they run in at the finish.

Belgian Booksellers' Pliant.

Belgian booksellers complain that cycling kills the demand for their goods. To which the obvious retort is that that it is a question of the survival of the fittest.

NAMES NATIONAL COMMITTEES

New C. R. C. A. President Appoints Lieutenants—Additional Districts to be Made.

President-elect C. P. Stanbach, of the Century Road Club Association announces the following national committees for 1904: Legislation—E. Lee Ferguson, New York; R. J. Lyle, Chicago, and R. L. C. Le Roy, New York; Road Records—S. Mehrbach, New York; Colonel M. W. Lyman, Chicago, and Alfred E. Due, Brooklyn.

It is expected that the new National officers will, soon after taking office, find it necessary to divide the present Eastern District into at least three new districts, and the present Western district into at least two, whereupon a special election of officers will be held in the new districts.

The plans of the Century Road Club of America include National century, mileage, and membership competitions for valuable prizes this year, also for similar competitions and century runs, club runs, races, and record trials as well as social entertainments, in each district.

Four Cylinder Clement in Florida.

The famous four cylinder Clement motor bicycle, used by Champion to make a record of .55 seconds on the Charles River Park track last summer, will be taken to the Ormond Beach, Florida, on January 26, by Dominick Lamberjack, of Paris, and sent for a new straightaway record. Oscar Hedström and George H. Curtis will also be on hand with powerful machines to see what they can do.

Olympia Track's High Banking.

The new Olympia, London, track, judging from the style of erection, promises to be a very speedy one. The ends are banked somewhere in the neighborhood of 12 feet, and gradually decrease to feet 6 inches in the center of the straights, thus completely doing away with the sudden jump in and out of the bankings which is so noticeable on many indoor tracks.

Joe Nelson to Try Straightway Record.

Joe Nelson expects to go to Florida and during the automobile racing there to try for the one mile straightway record behind pace. He will be paced by the 14 horsepower "Red Devil" motorcycle that he used in the summer, and hopes to equal the record of 57.45 seconds, made by Charlie Murphy, behind a railroad train.

"Royal Reception" for "Major" Taylor.

Floyd MacFarland has written to a friend in this country that the American riders in Australia are anxiously awaiting the arrival of "Major" Taylor, expecting to give him a "royal reception." This should place the dusky flyer on the anxious seat, judging from some of the receptions he has been greeted with in the past.

L. A. W. REORGANIZATION.

(Continued from page 407.)

State organization; (e) the touring committee, and (f) the athletic committee.

Sec. 2. The chairman of each of the above committees, except the executive committee, shall be appointed annually in February by the president of this association, and may be removed and vacancies therein from any cause filled by him at any time.

Sec. 3. The rights and privileges committee, in addition to the chairman, shall consist of the chairman of the rights and privileges committee in each State division, and of such other persons appointed from places having no State division, as the chairman may select. The committee on State organization, highway improvement committee, the athletic committee and the touring committee shall consist, in addition to the chairman, of such persons as he may select.

ARTICLE VII.

STATE DIVISIONS.

Section 1. Any State, Territory or colonial possession of the United States, in which there are one hundred or more members of this association, may organize into a State division, with a chief consul, vice-consul and secretary-treasurer, and all members of this association residing within such State, Territory or colonial possession shall be members of said division and directly responsible thereto and under its control.

Sec. 2. Such divisions shall have power to organize and to elect officers and to adopt a constitution and bylaws not in conflict with this constitution or the bylaws of this association, at any meeting at which not less than fifty members shall be present in person or by proxy; and such State division shall have, within its territorial jurisdiction, full control over the affairs and business and objects of this association, so far as the same affect such territory alone, and shall be responsible, within such limitations, for the promotion of the objects of this association.

Sec. 3. Members of this association residing where there is no division shall be under the jurisdiction of and responsible to this association, provided, however, that the executive committee or the national assembly may whenever it deems proper so to do annex all or any part of such place or places having no State division to one or more State divisions contiguous thereto.

ARTICLE VIII.

NATIONAL ASSEMBLY.

Section 1. The management of this association is vested in a national assembly, which shall meet annually on the second Wednesday of February at such hour and place as it shall designate, or, in default of such designation, at such hour and place as shall be determined by the executive committee. Thirty days' notice of such meeting shall be given through the official organ. Unless otherwise provided by the constitution or bylaws, all matters relating to the business, management and control of this association shall be vested in said national assembly. Provided, however, that while such assembly is not in session such powers, except as to amendments to the constitution and bylaws of this association, shall be vested in and exercised by the executive committee.

Sec. 2. Said national assembly shall be composed of the following persons:

(a) One delegate for each two hundred members or fraction thereof of each State division in good standing on the first day of each October preceding such meeting.

(b) One delegate for each one hundred or

more members in places having no State division.

(c) The president, vice-president, secretary-treasurer and auditor.

(d) The chairman of each standing committee.

(e) The chief consul, vice-consul and secretary-treasurer of each State division.

Sec. 3. The State divisions shall provide for the time and manner of selecting delegates from the divisions. In places having no State divisions twenty-five or more members may, by written nomination, designate the delegate to which such places are entitled, and in case of their failure so to do the secretary-treasurer of this association may designate such delegate. All delegates shall be elected or designated at least thirty days before the meeting of the national assembly, and the evidence of such election or designation, properly authenticated, shall be in the hands of the secretary-treasurer of this association at least ten days before such meeting.

Sec. 4. For the purpose of determining the number of delegates to which a State division is entitled, the records of the State divisions shall be decisive. As to determining such representation for places having no State divisions, the records of the secretary-treasurer of this association shall be decisive.

Sec. 5. The national assembly shall have power to adopt a constitution and bylaws for the government of this association, and shall have power to alter or amend the same at regular meeting or at any special meeting called for such purpose.

Sec. 6. Fifteen members personally present at any regular or special meeting of the national assembly shall constitute a quorum for the transaction of business. At such meetings all persons entitled to attend, except said fifteen, shall be entitled to be represented by written proxy, to be held by some person also a member, from the same State, Territory or colony as the person whom he represents. No person shall be entitled to be a member by representation who shall not reside at the time of his appointment in the State, Territory or colony which he claims to represent.

Sec. 7. Special meetings may be called on thirty days' notice, by the president, on the application of a majority of the chief consuls of State divisions.

ARTICLE IX.

OFFICIAL ORGAN.

Section 1. The national assembly, or in case of its failure so to do, the executive committee, shall make proper provision of an official organ, in which shall be published all official matter relating to this association, or State divisions; and which shall be the medium of communication between this association and the State divisions and members. This organ shall be devoted to the promotion of the objects of the association. It shall be regularly issued as a periodical, not less than once a month; and the subscription price thereof, to be paid by all members in addition to the regular dues, shall not exceed 25 cents per annum. Unless otherwise provided by the national assembly or the executive committee, the secretary-treasurer of this association shall have editorial charge of said organ; and all matter intended for publication therein shall first be submitted to him.

ARTICLE X.

LEAGUE DAY.

Section 1. The national assembly, or in case of its failure so to do, the executive committee, may designate some day and place in each year for a general meeting of

the members of this association, at which shall be considered the general welfare of the association, and particularly the best means of promoting the construction and maintenance throughout the United States of good roads and highways and bicycle paths.

ARTICLE XI.

AMENDMENTS.

Section 1. This constitution may be amended by the national assembly at any regular meeting or at any special meeting called for that purpose. Thirty days' notice of the proposed amendments, stating the substance thereof, shall be given in the official organ. A two-thirds vote of all present in person or by proxy shall be required to pass any amendment; Provided, that any proposed amendment to Sections 2 and 3 of Article IV of this constitution must first be submitted to all the members of this association, at an election called for that purpose, and a majority of the votes, which may be given by mail, shall decide the questions submitted.

Governor Odell on Good Roads.

Good roads came in for a big share of attention at the Capitol of New York State this week; no more than was due, but an unusual amount, which shows that the awakening of politicians to the importance of this subject is at hand. In his annual message to the State legislature Governor Benjamin B. Odell, jr., said:

"Four hundred and eighty-four miles of road have been improved by State aid since the enactment of Chapter 115 of the Laws of 1898. The counties have already contributed their half of the expense for building 619 miles for which plans are now ready. Petitions have been presented for the construction of 3,256 miles. The total mileage of roads in the State is 74,097. In order to form a perfect system of highways through the State it is estimated that the improvement of not more than 10 per cent of the total mileage will be necessary. In other words, in order to secure a system of good roads throughout the State, the total ultimate mileage would be about 7,500 miles. The counties have provided for their half of the expense for 1,103 miles of improved roads, while the State has contributed its proportion for only 484 miles. It is estimated that \$2,801,000 will be required from the State to complete this 1,103 miles.

"While it has taken a number of years for this system of road improvement to grow into popular favor, it will be seen that probably within the next six or eight years all necessary roads will be under construction or will have been completed, provided funds are available which will give a perfect system of highways throughout all portions of the State. This, with the State's contributions for the repair of roads in counties which have adopted the money system, ought to give New York a magnificent system of highways. Some changes are necessary in the good roads laws in order to protect and repair these roadways. These necessities can be met by amendment of the existing statute. While it is not contemplated that the repairs to these roads shall be the State's duty, except so far as provided under the so-called Plank law, yet there should be supervision by the State in order to insure the maintenance of these improved roads. With this end in view it might be proper to provide for State supervision over State roads by giving to the State Engineer and Surveyor such jurisdiction as will always secure uniform plans for repairs in all counties in the State."

WARRING ASSOCIATIONS

Americas Hoodwink Public at Expense of Association and are Brought to Book.

The bitterness existing between the Century Road club of America and the Century Road Club Association appears to be increasing, instead of diminishing, and it is leading to the perpetration of some tricks too despicable to be in any way mitigated by explanations. One such was the sending out for publication of a deliberately fabricated statement concerning the America New Year's race. The statement declared that the America's "midnight race" would be the only one about greater New York. The Brooklyn Standard Union, taking the notice in good faith, was beguiled into printing it. The indignation of Association members rose to huge heights in consequence, and naturally. They succeeded in having a letter printed, denouncing the statement, but it would seem that there should be some further action taken against the author or authors of the original notice, the writing of which for publication should be classified by the statutes as a criminal act.

After such an experience at least the paper deceived should know better than to point any notices received from the C. R. C. of America, and the incident should be a warning to other dailies. As every one knows, the race to Valley Stream and also the Yonkers-Tarrytown race never were called off, and were run this year as usual.

The original notice read:

"Only three days remain before the famous Brooklyn-Coney Island road race takes place on New Year's Eve, under the auspices of the Century Road Club of America. Present indications point to a gruelling contest. The roads are covered with snow and ice, and the thermometer is hovering about zero, and the contestants will have to ride heroically in order to finish within the prize list.

"About two weeks ago a small wheeling club in New York attempted to hold a similar event on New Year's Eve, only their course being from Bedford Rest to Valley Stream. This race was got up especially for the purpose of lessening the contestants in the America's race, but since then they have dropped the idea of running an opposition run to such a powerful organization, and have declared the run off.

"Now that there will be only one race of its kind around Greater New York for prizes a record breaking entry list will be recorded for the classic event. Every possible means have been arranged to make the spectators on this memorable occasion comfortable.

"All the old-timers are entered, including William B. Ferguson, last year's winner; Joe Kopsky, the 100-mile unpaced amateur champion; Fred Mommer, who captured one of the time prizes in the 100-mile championship on Thanksgiving Day; Wilson Higginson, the unpaced rider from Highwood, N.

J.; Fogler and Goerke, the National Athletic Club stars; Vandendries brothers, of the Park Circle Club; Charles Mock, the amateur champion road rider of the United States, and many others, including the cracks from Jersey, Harry Early, Davis and McComb.

"The race will start from Bedford Rest, Bedford avenue and Eastern Parkway. The course is sixteen miles. All contestants must be at Bedford Rest at least a half hour before the start in order to receive their numbers and final instructions. Entries will be received up to the time of starting, but in order to be sure of starting the committee in charge of the race advises all contestants to enter at least a day before the race.

"P. A. Dyer, 270 Bridge street, chairman of the Road Racing Committee, reports that



NEW YORK BRANCH: 214-216 WEST 47TH STREET

the entries to date for the New Year's race number in all 145, making the largest number of entries ever received in a race of this kind. All information and entry blanks can be had by applying to P. A. Dyer at his above address."

The denial was as follows:

"The article (inclosed) refers to a road race from Bedford Rest to Coney Island, held under the auspices of the Century Road Club of America. It goes on to state that a smaller club had gotten up a race from Bedford Rest to Valley Stream in opposition to their race, but had decided to call it off and not fight a larger club. I will state that our race from Bedford Rest to Valley Stream has not been called off, and that such a thing was never thought of. The race from Bedford Rest to Valley Stream was originated by John T. Wall, a member of the board of directors of the Century Road Club Association in 1898, and has been run under the auspices of the association every year since that date.

"The 'Americas,' as they are called, are the guilty parties, as they started to hold a race in opposition to us in 1901, and each succeeding year from Bedford Rest to Coney Island. I do not wish to fight this club under cover of the newspapers, but I think it is justice to clean racing and sports that you correct this barefaced lie they sent to you in their press notice."

This denial was signed by L. V. D. Hardenbergh, the Centurion of the Eastern District.

LIGHTS OR MOSQUITOS?

South African Cyclists Compelled to Choose Between Them—Police Take a Hand.

Durban, South Africa, cyclists are in a quandary, and scarcely know which way to turn.

It appears that mosquitos abound in that semi-tropical country, being, at certain seasons of the year, a perfect pest. Now, it happens that there is a very stringent light carrying law in effect, and the police enforce it to the letter. Of course, lights attract mosquitos, and therefore the unhappy cyclist is projected on to the horns of a dilemma. If he carries a light this will attract the torments; if he does not he will attract the attention of the police. As a rule, the mosquitoes win every time. The average man can face a man in blue, but he is of more than average calibre if he can face a swarm of mosquitoes. The consequence is he does not light his lamp, and he suffers in consequence, for the law takes no cognizance of such things as mosquitoes.

The condition of affairs in this respect has now reached an acute crisis. Several coolies have come to grief in the dark by running into belated wheelmen scorching home in this manner. The coolies own a newspaper. This is an innovation. In this newspaper they have been relating their grievances in this respect, and calling on the authorities to take steps to protect them when they travel abroad at night. The road leading into the Berea is a sand one, and gives no warning sound, and the rider dares not ring his bell because the police will be on him if he does so. So the police are now going on the warpath against the wheelmen. Every white constable in Durban is always accompanied by a native (Zulu) subordinate. The white constables and their assistants lie in wait at the turnings, branching off from the main Berea road, and when a cyclist appears lightless, all charge down on him. Quite a number have been "gathered in" in this manner lately, and in each case the full colonial fine of 30s has been inflicted.

The coolie paper is growing jubilant at the success of its complaints. It is the first time that notice has even been vouchsafed to any statement made in a "colored" paper. Meanwhile a state of open warfare exists between the three principal characters in this comedy, and it is likely to continue existing until the rains come along and clear the mosquitoes away, or some genius invents a lamp which will not attract the "squito."

Flying the Flume Now.

"Flying the Flume" is the lurid and alliterative title of the latest loop-the-loop act. It is really nothing more than the incomplete loop trick, but the performer is a "lady," who was booked to give nightly exhibitions at the Crystal Palace, London, during Christmas week.

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LOOPING INCOMPLETE LOOP

Flattened Place at Top Enables Rider to Complete Circle Without Catastrophe.

Why that section of "loopists" who loop a loop with a segment of the loop cut out, as described in these columns recently, do not plunge headlong through the aperture thus made has puzzled those who have given the subject thought. An Englishman who has watched the performance at a Paris theatre advances a theory which seems to be plausible. It is that a portion of the loop—the part traversed just before the cut out portion is reached—is flattened a little. The effect of this is to counteract the tendency to shoot through the aperture, as would be the case were the loop a true circle.

"I took the opportunity while staying in Paris a week or two ago of going to see an Italian rider in his performance of looping the incomplete loop, and I was greatly impressed with the skill and the daring of the man," says the Englishman referred to.

"The construction is placed out in the public hall, and is a braced iron framework carrying the boarded 'track.' This is about six feet wide, and falls from a small platform just under the roof, at an angle of 45 degrees. The first part of the circle is struck at a radius of about ten feet, so that where the break occurs it is about twenty feet above the floor. Here there is a gap of about fourteen or fifteen feet between the two portions of the track, the second portion differing from the first in two respects. It is nearly twice as wide, and it is struck at a longer radius. We were able to go over every part of it, seeing round it back and front, and were thus able to convince ourselves of the utter absence of any kind of trick. Our inspection was so thorough as to call down on our devoted heads a protest from the attendants for walking on the track so much!

"Large nets were suspended on each side, so, unless the rider fell to the inside—perhaps the more likely place for him to fall—he would not be hurt. The method of checking the speed was simple. A rope was stretched across the end of the track, passing through blocks on either side, and then stretched out straight for about fifteen feet, ending in big sand bags. The rope was hung just high enough to catch the head of the bicycle, which would thus be pulled up by the braking power of the heavy bags which it would have to haul along the floor. Two attendants held a strip of canvas by hand loops at a certain distance from the rope, and as the speed of the machine slackened the canvas would cross the chest of the rider and so prevent him from being pitched over the handle bar.

"The machine itself was not so readily examinable. It was brought out and stood by the track after a space had been cleared

for the run off, and so one had to look at it from a distance of about ten feet. It simply looked a strong, healthy machine, with solid tires and footrests in place of pedals. The steering head was quite loose—that is to say, about normal—because as the machine leaned over the wheel swung around in the usual way. This describes the apparatus.

"During the brief interval following the completion of the details, the attendants lifted the machine (there was no suggestion of undue weight), carefully spun the wheels and felt the head, and then one attendant ran up the slope by the aid of a rope which was fastened up above, and then the rope was looped over the bicycle and the latter was hauled up stern first, and another attendant holding the handle bar and walking up after it. It was then laid against the guard rail on one side of the platform. A moment or two afterward the manager of the hall stepped forward and announced the turn, saying that the rider was the inventor of the gap in the loop and that the performance only occupied a second of time. The rider then bowed and walked up the slope and the rope was removed. We could see him mount the machine and settle down.

"For about ten seconds he sat there apparently getting his eye right, and then came the call 'Attention!' and his attendants 'slipped' him. The eye was quite quick enough to follow the whole course. He came down, shot up to the end of the first portion of the track, flew across the gap and hit the second portion with a great bang, and about five or six feet from its end, and then came down with a swoop against the rope. This checked his flight, the canvas lightly touched his chest and he calmly dismounted. It was as clean and as simple a performance as one could imagine.

"After observing the path taken by the rider across the gap, we again struck out the curves with our eyes and confirmed the theory which had taken form in our minds. The fact that the rider did not fly off at a tangent when he reached the gap suggested that the end of the track must be depressed, and this we found to be actually the case. We also looked for some slight banking at this point, but we were not able to detect any great inclination. However, banking would have the desired effect of deflecting the rider in order to enable him to strike the downward run of the loop.

"There are two sources of danger in the performance. First of all, there is the law which tends to cause any moving object to continue in its line of motion, but as the upward sweep of the track has to be cleared the run off must be to one side, and it is in getting sufficient swerve in order to reach the second portion of the track that the first danger lies. The second risk is the possible deflection of the steering when the front wheel hits the track after the gap has been crossed. A skilfully designed track lessens the first risk, while the nerve of the rider overcomes the second.

"Personally, I am thoroughly satisfied of the genuineness of the performance, because while, on the one hand, it is scientifically possible, on the other, there was no loophole for trickiness in it under the conditions prevailing in Paris.

FROM

Jan. 16 to 23

THE

Indian



 **Will Camp in
Space No. 144**

MADISON SQUARE GARDEN

AT THE

New York Auto Show

EVERYONE IS INVITED

to visit the Camp to obtain a catalog and examine the Indian's grip control and other new and exclusive features that mark the 1904 model. They are worth seeing.

HENDEE MFG. CO.

SPRINGFIELD, MASS.

Good Roads Facts and Figures.

The supervisors of Oneida County, where W. Pierpont White, the chairman of the State board of supervisors, hails from, are persistent agitators of the good roads question. After the annual meeting of the State board at Albany the Oneida County men met and John W. Potter, chairman of the Democratic County Committee of Oneida, introduced a set of resolutions which contained some very interesting figures.

The resolutions made it very plain that the expenditure of \$50,000,000, expended at the rate of \$5,000,000 a year, would be of the greatest benefit to the State of New York, as it would improve one mile in every ten of all of the highways in all of the counties of the State. The 7,500 miles of highway when completed would be equal to the railroad mileage of 8,114 miles used in the State. There is a stupendousness to this proposition which does not appeal to one at the first glance. When the Union Pacific Railroad was put through, supported by national credit and by national land grants, it was a stupendous piece of work, and the credit of the nation was pledged to the accomplishment of the task—the building by private individuals of a single track railroad across the continent. The improvement of one mile of road in every ten of dirt highways in this State makes in round numbers the improvement of 8,000 miles of highway. This is equivalent to two continuous parallel roads from Boston

to San Francisco, substantially sixteen feet wide the entire distance and covered with a macadam surface.

The resolutions, as introduced by Mr. Potter and adopted by the board, were as follows:

"Whereas, The legislature of 1903 did pass, for the first time, an amendment to the constitution of the State of New York, permitting the issue of \$50,000,000 of bonds, these bonds to be issued not in excess of \$5,000,000 in any one year, and to run at not in excess of 3 per cent interest per annum, and to have a sinking fund of at least 2 per cent per annum; and

"Whereas, It is contemplated to improve with said \$50,000,000 of bonds, when approved by the people, at least one mile in every ten of the 73,857 miles of highway in the State of New York, which improvement would create a system of at least 7,500 miles of stone or gravel highway in the State, laid out through the various counties, so as to not only bring about continuous stretches of improved highway from one end of the State to the other, but so laid out as to primarily bring produce from now inaccessible parts of the State to the shipping centres; and

"Whereas, The 7,500 miles of highway could be built at a cost of approximately \$7,000 a mile, or the sum of \$53,000,000, which cost would be provided for by the issue of \$50,000,000 of bonds, which would be paid as follows: 50 per cent, or \$25,000,000, by the State of New York; 35 per cent, or \$17,500,000 by the counties, and 15 per cent, or \$7,500,000, by the towns; and

"Whereas, If the bond issue of \$50,000,000 were voted by the people, one mile in every ten of all of the roads in all of the counties

could be completed within a period of ten years from the beginning of the work without any material increase of taxation on the part of the State, counties or towns building roads, over the amount now annually appropriated by the State, counties and towns for road improvement in their respective districts. Be it

"Resolved, That we believe that it is more important to maintain the commercial supremacy of the State of New York by the spending of \$50,000,000 on our highways to develop values in our own farm lands and to bring our own farm produce to our own markets than it is to spend \$101,000,000 on the Erie Canal to cheapen through transportation of farm products from the West and so build up greater competition in our home market.

"Resolved, That we, the Board of Supervisors of Oneida County, do hereby approve of the proposition to bond the State of New York for \$50,000,000 to improve at least 7,500 miles of highway in the State of New York, 50 per cent of the cost of construction, or \$25,000,000 of the bonds, to be paid for by the State of New York; 35 per cent, or \$17,500,000 of the cost, to be paid for by the counties, and 15 per cent, or \$7,500,000, to be paid for by the towns, according to the cost of each road in the town, and the payment of the entire principal and interest to be extended over a period of fifty years, with interest not to exceed 3 per cent, and a sinking fund not to exceed 2 per cent, as provided by the constitutional amendment passed by the legislature of 1903.

Politeness is a profitable form of advertising that doesn't cost anything, says Printers' Ink.

PNEUMATIC, CUSHION AND SOLID
TIRES OF EVERY DESCRIPTION
FOR ALL VEHICLES. ESPECIAL
REQUIREMENTS MADE TO ORDER.



INTERNATIONAL A. & V. TIRE CO.

Factory and General Offices,
MILLTOWN, N. J.

OF COURSE



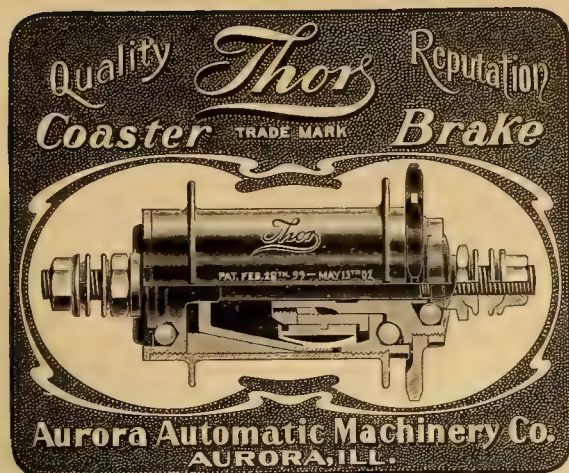
Persons Saddles

CAN BE HAD WITH

Dayton Bicycles.

We are as firm believers in
quality saddles as we are in
quality bicycles.

DAVIS SEWING MACHINE CO.
DAYTON, OHIO.



Thor Coaster Brake

will be a part of the equipment on many of the finest wheels manufactured and sold in 1904.

Do not allow yourself to be deceived. Insist on having

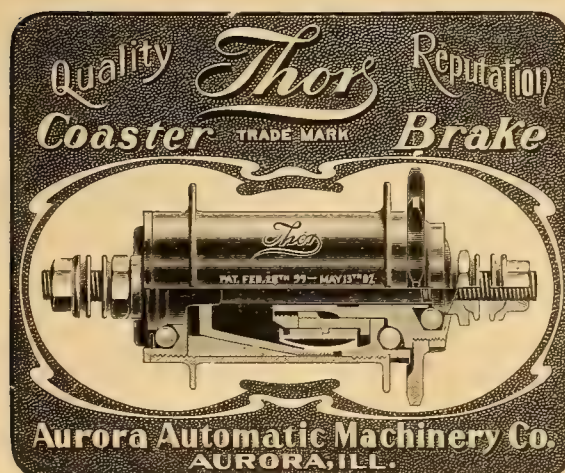
THE VERY BEST

It does not cost any more and insures satisfaction.

THOR COASTER BRAKES

are manufactured in

THE FINEST EQUIPPED PLANT IN THE WORLD



McFarland Hurt in the Austral.

Now that the "Sydney Thousand" has been instituted, the great Austral Wheel Race has been forced into second place as the cycling contest for the biggest purse offered in the world. The Austral Wheel Race has £500 for its first prize, £140 for second and £70 for third. The total is not quite three-quarters that of the £1,000 purse offered for the more recently instituted event. The glory of the Austral will, however, always outshine the newer event that is, so to speak, more heavily capitalized, because the older race is rich in historic memories that endear it to all who lived through the most bustling and memorable years of cycling.

After a series of brilliant and remarkable victories in Australia, Lawson and McFarland failed to capture the greatest event of all, the Austral Wheel Race. The final of this event was run on December 12. Lawson and McFarland started from scratch. The course was rough, and McFarland fell and broke his collar bone. Lawson, seeing this sat up and ceased striving. The race was won by Scheps, from the 160 yard mark, with Hawker (300 yards), second, and Meyer (320 yards), third.

The following summary of the race since 1886 makes interesting reading:

Year.	Starters.	Scratch.	Limit.	Winner.	Yds.
1886...	28...	Dwyer	540	Brown	200
1887...	35...	Busst, Elliot	410	Lambton	210
1888...	40...	Davis, Fenton	400	Davis	Scr.
1889...	37...	Busst, Bros.	400	Mullins	140
1890...	36...	Busst, Mills	390	Busst	Scr.
1891...	43...	Davis	350	Turner	240
1892...	38...	Lewis	350	Lambton	200
1893...	84...	Walker	360	Woodward	270
1894...	75...	Lewis, Megson	330	Middleton	180
1895...	81...	Zimmerman	360	Crisp	265
1896...	126...	Lewis, Parsons	320	Kellow	15
1897...	137...	Barden	340	Carpenter	85
1898...	144...	Fischer, Walne	350	Finnigan	220
1899...	136...	Martin	360	Beauchamp	150
1900...	127...	Beauchamp	340	Forbes	30
1901...	148...	Martin	350	Martin	Scr.
1902...	152...	Walker	360	Auger	240
1903...	131...	McFarland, Lawson	350	Scheps	160

"The Motor. What It Is and How It Works." See "Motocycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York. ***

RIDE A

Cushion Frame

MODEL.

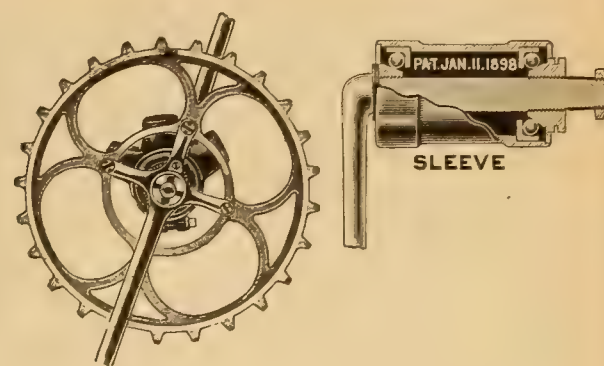
The Highest Grade

OF BICYCLE CONSTRUCTION AND THE MOST

Luxurious Bicycle Made

ALL DEALERS.

"D. & J." Hangers



have stood a market test of 7 years, and they are considered the

STANDARD HANGERS FOR HIGH-GRADE WHEELS.

Our business has gradually increased, due to the actual merit of our Hangers, while over 95 per cent. of our competitors "have retired."

"D. & J." HANGERS cost but a little more than "one piece" or other inferior Hangers, and they add very much to the actual value and selling qualities of a wheel.

Any manufacturer can supply wheels equipped with "D. & J." HANGERS. If he should object, advise us, and we will refer you to others who will appreciate your business.

The Hanger is the heart of the wheel and the Bearings the essential part of the Hanger. "D. & J." HANGERS are mechanically correct, all bearings being within a Sleeve and independent of the frame. (See cut.) This every mechanic will appreciate at a glance, and a thorough trial will convince any Manufacturer, Agent or Rider.

"D. & J." HANGERS Mean Satisfied Customers.

Satisfied Customers bring Repeat Orders.

Repeat Orders will Build up your Business.

PARK CITY MFG. CO.,
CHICAGO, ILL.

WANTS AND FOR SALE.

15 cents per line of seven words, cash with order.

WANTED—Everyone interested in motor bicycles to purchase "Motocycles and How to Manage Them." Contains 126 pages bristling with information. \$1.00 per copy. For sale by The Goodman Co., 154 Nassau St., New York City

ALL ROADS ARE EASY WHEN THE



STAR BALL RETAINER

IS USED.

With millions in daily use, it has stood the test for more than five years, and is adaptable to ball bearings of any kind.

If you are users of ball bearings we would be pleased to hear from you and mail you our catalog with the latest information which we know would be profitable and interesting to you.

THE STAR BALL RETAINER CO., Lancaster, Pa., U. S. A.

Special Stampings FROM SHEET METAL

THE CROSBY CO., - Buffalo, N. Y.

JOHN S. LENC'S SON & CO.

4 Fletcher Street, NEW YORK,

CARRY A COMPLETE STOCK OF

BICYCLES, TIRES, SUNDRIES.

CAREFUL ATTENTION PAID TO
PROMPT SHIPMENT.

If you are not familiar with the line of

Liberty Bells

permit us to post you. It will be apt
to prove profitable,

LIBERTY BELL CO., Bristol, Conn.

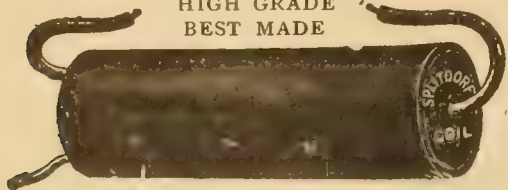
YOU WILL BE ASSURED OF Better Values and More Satisfaction

by placing your orders for bicycles,
tires, sundries, etc., with

JOS. STRAUSS & SON, Buffalo, New York.

WRITE FOR CATALOGUE.

SPLITDORF SPARK COILS.

HIGH GRADE
BEST MADE

C. F. SPLITDORF, 17-27 Vandewater St., New York.

HIGH GRADE

wheels must have the
best equipments.

There is nothing that gives more value for
the money than the use of the

MORSE TWIN CHAIN ROLLER



NOISELESS IN MUD, WATER OR
DUST AND ALWAYS EASY RUNNING.

The only chain having Frictionless
Rocker Joints. Insist on having the
Morse Twin Roller. Fits regular
sprockets.

Send for Catalogue and
Trade Price to

Morse Chain Co., Trumansburg, N. Y.

OILERS.

"PERFECT"



25c.

"CEM"



5c.

"LEADER"



10c.

"CROWN"



5c.

"STAR"



10c.

We make oilers for almost the entire trade. The quality of our
oilers is unequalled.

CUSHMAN & DENISON, Mfrs., 240-2 W. 23d St., N. Y.

BARGAINS FOR BICYCLE DEALERS

IN
TIRES, COASTER BRAKES,
GAS LAMPS, Etc.

Write to-day for complete Catalogue.

THE E. H. HALL COMPANY (Incorporated),
Jobbers Bicycles and Supplies,
59-65 Exchange St., Rochester, N. Y.

DON'T BUY TIRES

until you have had our proposition on

"Black Diamond" and "Rochester Guaranteed"

They are the very best value today. Write us about them.

THE SIDNEY B. ROBY CO.,
Jobbers of Cycle Supplies. Rochester, N. Y.

Write for 1904 Catalogue,
Bicycle and Automobile Supplies

THE KELSEY CO.,

BUFFALO, N. Y.

SPROCKETS.

We supply nearly all
the best trade.

PARISH & BINGHAM CO.
CLEVELAND, OHIO.

Value of Technical Training.

I am inclined to believe that on the average our schools of technology could do nearly as much with their students in three years as they now do in four years, if every freshman as he entered college could be passed through a process which would instantly create in him a keen appreciation of the value of all the subjects included in the curriculum, declared A. C. Humphreys in a paper read before the American Gas Light Association. Instead of this, it remains for many of them to learn after graduation why certain studies were made a requirement for their graduation. Without such an appreciation at the time of study it is impossible for students to get anything like a full value from their course of study.

Here is to be found the reason why certain students who go to college late in life, having already acquired certain practical experience, but generally with their ability to readily acquire book knowledge more or less diminished, still succeed in getting more out of their course of instruction than do the youths fresh from the preparatory schools. The older students have learned by experience the value of that which the college offers. They have already experienced the need for this knowledge, and they are therefore more ready to appreciate to the full the practical applications of the mathematics, physics and chemistry, not to speak of the non-technical branches, which they are required to study.

The graduate of a good technical school has a great advantage over the man who has only a practical training, provided the technical graduate is willing to acknowledge the value of the other man's practical training, and, acting on that knowledge, to supplement his college training by completely mastering the practical applications of theory and the technical commercial requirements of the particular specialty in which he is employed. This he should be able to do the more quickly and completely because of his college training.

But first he must recognize the necessity for and be willing to undertake the drudgery to acquire this knowledge which the colleges fail wholly or in part to supply. Here, too, many technical graduates fail; and so technical training is discredited in the persons of some of its professed exponents.

There are many questions raised to-day as to the ultimate value of much of our professional training, and some of these questions are worthy of thoughtful consideration. I doubt the wisdom of turning out as many lawyers and doctors as we are yearly graduating from our colleges and universities. The supply threatens to exceed the demand, if it has not already done so. Possibly in the not distant future the same question may be raised with regard to the product of schools of engineering, though here it is to be considered that the training given in those schools is applicable not only to one line of work, but is applicable to the whole wide range of industrial effort.

Cycle Paraphernalia That is Possible.

The British fondness for "fitments," or accessories, was emphasized by a cycle recently exhibited at a London store. Its equipment comprised the following:

Zimmy toeclip, tennis racquet holder, tennis racquet, golf club holder, golf club, back and front lights, Lucas back carrier, pannier bag, self-steerer, rubber mud guard, sandwich case, compact pump, compact pump clips, triangular tool bag, handle bar buffer, rifle clip, service pattern rifle, Rational tool bag, Oscezi saddle, N. A. B. spring seat pin, telescopic tool bag, adjustable handle bar, Nulite lamp, Liberty bell, Retro optican, Lucas front carrier, camera, burst tire band, patent cyclometer holder for fork side, Veed-

er cyclometer, patent back wheel lock, Donald sunshade holder, sunshade, Blumels celluloid handles and Grafton crank shields.

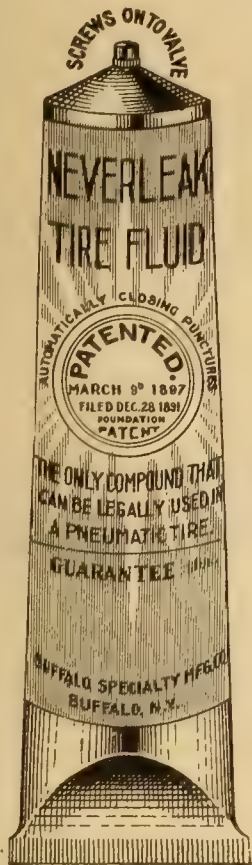
The Week's Patents.

748,291. Velocipede bearing. Emmet G. Latta, Friendship, N. Y. Filed May 15, 1900. Serial No. 16,728. (No model.)

Claim.—1. The combination with a crank-shaft or axle provided with bearing cones or surfaces, of a surrounding case consisting of a single piece tube of substantially uniform thickness throughout and provided with integral separated annular portions which extend inwardly from the connecting body portion of said tube and constitute bearing cups, and balls between said cones and cups, substantially as set forth.

Influence of "Being Square."

You like square dealing. You appreciate courteous treatment. When a man tells you a thing is so and you find it to be so, your faith in him begins to grow. If he tells you time after time that things are so and you always find the measure of his promises filled right up to the rim, in time you take his word for its face value—100 cents on the dollar without a question. Now, then, maintains Jed Scarboro, that's the secret of advertising that makes business. Exaggeration and deception in advertising are just as bad for a business as the same mistakes practised behind the counters.

\$25 REWARD

For information about any dealer or repairman using or handling any Compound, Powder, Fluid, Liquid or semi-liquid for the purpose of sealing punctures or leaks in pneumatic tires, in violation of our

NEVERLEAK PATENTS.

NEVERLEAK

AND GLINES' LIQUID RUBBER

are the ONLY Fluids that can be Legally Used in Pneumatic Tires.

Write for Conditions under which the Above Reward will be paid.

NEVERLEAK TIRE FLUID

when injected into a bicycle or automobile tire will never evaporate, but is always in liquid form ready to plug up a hole as quickly as it is made. It renders a tire absolutely puncture proof and is particularly guaranteed to preserve the rubber.

PUT UP AS FOLLOWS:

4 oz. tubes, 4 oz. cans, 8 oz. cans, quarts, one-half gallons and gallons.

All Jobbers Handle Neverleak.

For Automobile Tires we recommend

Automobile Neverleak.

Buffalo Specialty Manufacturing Co., BUFFALO, N.Y.

A Lot of New Things

Send for a set of Poster Sheets
Describing and Illustrating our
1904 MODELS

SADDLES,

PEDALS,

TOOL BAGS.

They will interest you.

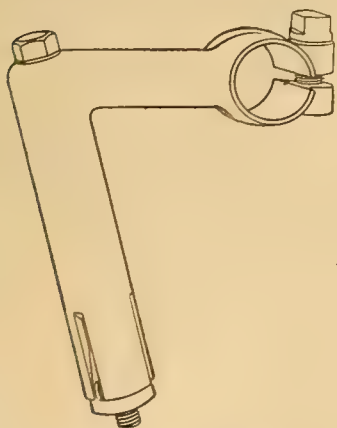
FEDERAL MFG. COMPANY

GARFORD FACTORY

ELYRIA, O.

"IDEAL" HANDLE BARS

For the Season of 1904



will all be made of seamless tube and stems and extensions out of one-piece drop forgings. We are making a specialty of bars for Motor Cycles. All genuine "Ideal" Bar tops and stems are stamped "Ideal." Write for prices and electros.

IDEAL PLATING CO.,

No. 3 Appleton Street, Boston, Mass.

Patented June 13, 1899.

We do Nickel Plating and Metal Polishing in all its Branches.



WE MAKE
HIGH GRADE BICYCLES
that have stood the test.

**The FOWLER,
The MANSON,
The SHERMAN.**

They are known the world over and have always given satisfaction. We make three grades of unequalled superiority and speed qualities. NEW MODELS FOR 1904.

Write us for Catalogue and an Agency.

Special prices quoted to dealers on standard Bicycle Supplies, Tires, Coaster Brakes, etc.

FOWLER-MANSON-SHERMAN CYCLE MFG. CO.
241-249 South Jefferson Street, CHICAGO, ILL.

NEVER LEAK
STOPS LARGE PUNCTURES.
This is the only fluid that can be legally used in pneumatic
TIRES. Suits now pending.
BUFFALO SPECIALTY MFG. CO.,
Buffalo, N. Y.

If You are Interested in Automobiles,
THE MOTOR WORLD
Will Interest You.
It's readable,
and you can understand what you read.
Published Every Thursday
at 123-5 Tribune Building, New York.
\$2.00 per Year. Specimen Copies Gratis.

THE CYCLIST
TRADE REVIEW

FOUNDED 1870


THE LEADING ORGAN
OF THE
CYCLE TRADE

Read by the whole of the
BRITISH TRADE.

American Subscription Rate
9/4 per annum.

Specimen copy on application to
LILFEE & SONS Limited,
COVENTRY, Eng.

If you ride or sell,
or intend to ride or sell
motor bicycler
"Motocycles and How to Manage
Them"
is the very book you need.
Every page teaches a lesson. Every illustration
"speaks a piece."
And there are 126 pages and 41 pictures, too
Price, \$1.00.
The Goodman Co., 124 Tribune Bldg., New York



Through Train and Car Service in
effect June 15, 1902.

TWO FAST TRAINS

	"Chicago" Special Via Lake Shore.	"North Shore" Special Via Mich. Cen.
Lv. Boston	10.45 A.M.	2.00 P.M.
Due Albany	4.10 P.M.	7.35 "
" Syracuse	7.55 "	11.25 "
" Rochester	9.45 "	1.15 "
" Buffalo	11.40 "	
" Toledo	5.55 A.M.	
" Detroit		8.25 "
" Chicago	11.50 "	3.15 P.M.

"Chicago Special" has through Buffet Library Smoking Car
and Dining Car to Syracuse and from Toledo to Chicago.
"North Shore Special" has Dining Car to Albany, and from
St. Thomas to Chicago. Both trains run daily and are made
up of the most modern and luxurious vestibuled Sleeping Cars
running through to Chicago.
For other service west, time tables, reservation, etc., address
A. S. HANSON, Gen. Pass. Agt., Boston.

BOSTON & MAINE R. R.
LOWEST RATES
FAST TRAIN SERVICE
BETWEEN
Boston and Chicago,
St. Louis, St. Paul,
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and all points West, Northwest, Southwest.
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Through trains.
For tickets and information apply at any
principal ticket office of the company.
D. J. FLANDERS, Gen'l Pass. & Ticket Agt.
BOSTON.

The Best Advertising Medium
for the Irish Trade is
**THE
IRISH CYCLIST**
Specimen copy and advertising rates on
application to
MECREDY, PERCY & CO., Ltd., Props.,
34 Abbey St., DUBLIN.

TO THE LIVE MAN
interested in cycling who realizes the value of keeping informed
about all that concerns it this blank will be hint enough:

THE GOODMAN COMPANY,
124 Tribune Building, New York.

Enclosed find \$2.00 for which enter my subscription
to the BICYCLING WORLD for one year, commencing
with the issue of.....

Name.....

Address.....

The Bicycling World

AND MOTORCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVIII.

New York, U. S. A., Saturday, January 16, 1904

No. 16

MOTORCYCLES IN FRANCE

Demand for Them Brisker Than for Automobiles—Two Factories to Produce 12,000.

According to M. Lamberjack, who is identified with the big Griffon concern in Paris, and who is now in this country to attend the New York automobile show, which opens to-night, the French public is so fully alive to the value of motor bicycles that the business in them is actually brisker than is the trade in motor cars.

"People are now rushing for motorcycles," he said, "just as they rushed for automobiles a year or two ago. Nearly everybody seems to have one—even the ladies are beginning to ride."

During 1903, he said, the two largest makers, Peugeot and Griffon, who are distinct but not separate, made nearly seven thousand motor bicycles; this year they will produce twelve thousand. Griffon has also contracted to supply eight thousand motors to Opel, the big German cycle manufacturer. In addition to Griffon and Peugeot, there are two other French concerns that will produce in excess of two thousand motor bicycles, and two others that will exceed one thousand. There are a score or more small concerns that will turn out a hundred or more machines. Griffon markets twelve different models, a 3 horsepower machine weighing 110 pounds and retailing for \$170 being the leader. Lamberjack brought one with him and will exhibit it at the show; he may also take it to Florida to participate in the races on the beach there.

Lamberjack is an old cycle racer, and participated in one of the six-day races in this city with Gougoltz as his team mate. He is now one of the most expert and daring motorcyclists in Europe. Although he himself has made some of them, he states that the "world's records" made on the monster two and four cylinder machines that are periodically cabled over here are not recognized in France.

Walker's Store Destroyed.

Among several business places in Adrian, Mich., destroyed by fire on January 3 was C. M. Walker's bicycle store. The loss was considerable.

California Trade Meets Tuesday.

The annual meeting of the California State Cycle Board of Trade will be held in Oakland, commencing January 19; it usually lasts at least two days, and as special railroad fares have been obtained a large attendance is probable. The question of establishing a minimum price for bicycles is one of the important issues to be settled.

Mitchell With Grip Control.

The Wisconsin Wheel Works, Racine, which has been in process of reorganization ever since it absorbed the Pierce Engine Company several months since, is about to be incorporated as the Mitchell Motor Car Company, with capital stock of \$300,000. The manufacture of the Mitchell motor bicycle will be continued; the 1904 model will be distinguished by grip control.

Indianapolis Man on Executive Committee.

F. C. Willis, secretary-treasurer of the Hearsey Vehicle Co., Indianapolis, has been elected a member of the executive committee of the National Cycle Trade Association to fill the vacancy caused by the resignation of Harris Parker. The duties of treasurer, which office Mr. Parker also filled, have been added to those of Secretary A. M. Schequey.

To Fix Receivers' Compensation.

At a session of the Connecticut Superior Court, held recently before Judge William T. Elmer, the report of F. A. Betts, receiver of the Keating Automobile & Wheel Co., was accepted and filed for record. On Monday next a hearing will be held to consider the compensation of the receiver for his services.

Mead of Auburn Incorporates.

The Mead Cycle Co. has been incorporated to do a general bicycle business at No. 38 Market street, Auburn, N. Y. Fielding W. Mead and Arthur W. Jones are named as incorporators.

Fire Damage to Hewitt \$1500.

A fire, supposed to be of incendiary origin, burned the bicycle shop of B. G. Hewitt, in Colorado Springs, Col., early in the morning of January 5. The loss on Mr. Hewitt's stock is estimated at \$1,500.

Adolph Aedling's bicycle repair shop in El Campo, Tex., was burned on January 2, and most of the machinery was lost. There was no insurance.

CHASSEAUD'S CONFERENCE

Communes With Spirit Dealers and Finds They Want a National Show Next January.

Manager Chasseaud, the genius who presides over the top floor of Macy's drygoods store and is trying to make it popular as an exhibition hall, has discovered that there is a demand for a bicycle show. He announces that owing to this demand he has conferred with "several large dealers"—names carefully concealed—and with them has arranged for a "national bicycle and motorcycle show," to be held during the first week of January next year.

As Manager Chasseaud has been connected with Madison Square Garden, and at a time when national bicycle shows were held there, and has had business associations with those shows, he should know that it takes something more than "several large dealers" to make a national show. It is the manufacturers who make a national show, and before he can have one Mr. Chasseaud will have to get the manufacturers together and have them agree to support his scheme.

Some good has probably been done, however, by this stirring up of the subject. Meanwhile there is a cycle show coming, not next year, but this year. It is to be held in connection with the Sportsmen's Show in Madison Square Garden in March, and at the present time this is the show that calls for the attention of both dealers and manufacturers.

New Jersey Revokes Four Charters.

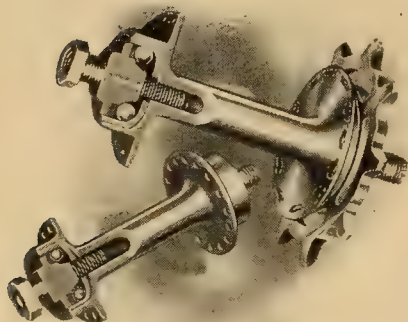
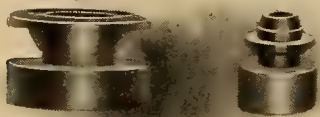
Governor Franklin Murphy of New Jersey has issued a proclamation declaring the charters of about twelve hundred corporations in default for failure or refusal to pay taxes assessed against them for the year 1901. In the list are the following: Bicycle Combination Tool Co., Le Roy Bicycle Co., North Jersey Cycle Racing Association and Pederson Lever Bicycle Co.

Big Foreign Order for Marshes.

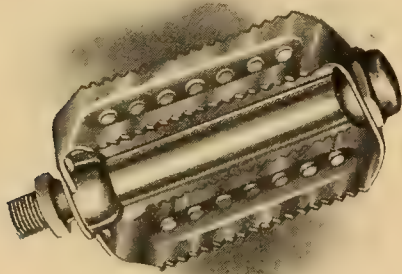
The Marsh was the only American motor bicycle exhibited at the English cycle shows. The result reached the American Motor Company last week in the form of an order for 200 machines.

The Features and Improvements in Pope's Western Lines.

The Western department of the Pope Mfg. Co. has hit upon a happy, lucid and effective plan of showing the improvements and special features of its bicycles. It takes the form of these illustrations and brief, yet ample, descriptions:



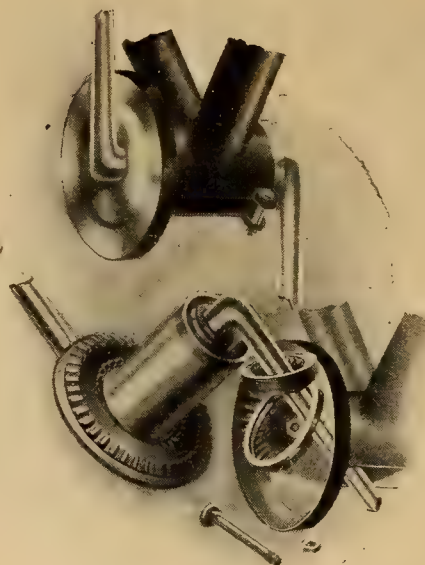
The new construction of the \$30 Crescent dustproof bearings, the cone and washer, with felt lining, taking the place of the last year's construction.



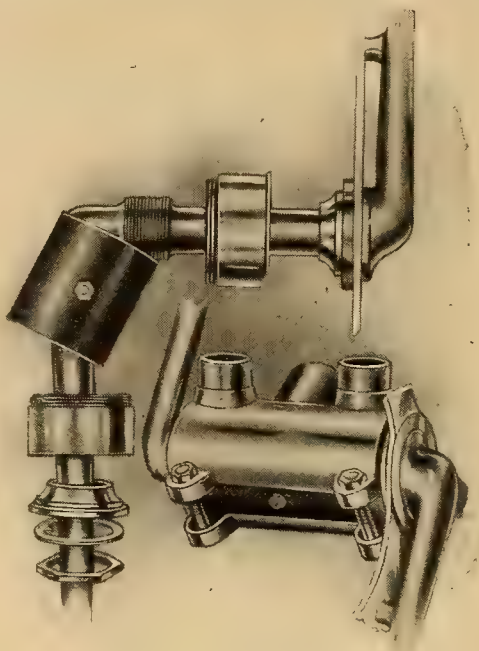
The improvement made in the Crescent pedal for 1904; a better shaft centre, stronger outside nut, etc.



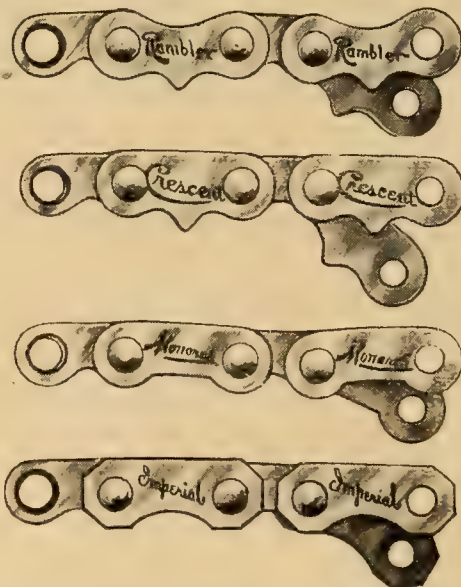
The spring front fork which will be applied to the Monarch-Imperial-Crescent lines this season; has been tested through one season (in 1903), and this year is much more flexible and completely neutralizes all vibration.



The peculiarity of the Monarch hanger construction, which admits of either a chain

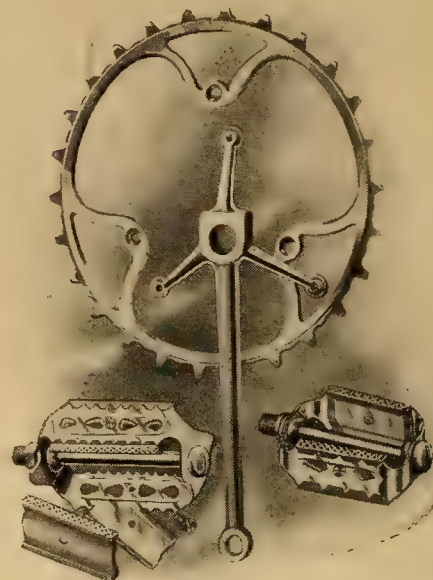


or a chainless crank set being removed from the frame without disassembling.

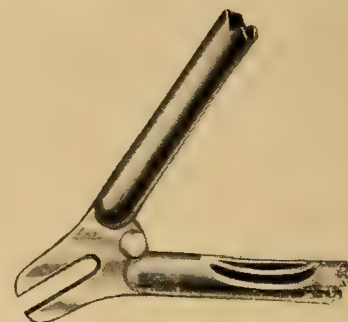


The 1904 pattern of chains, branded with the Western names; a special feature of the Western goods this year.

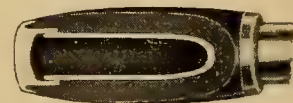
The new combination pedals of the Rambler construction; the one on the left for men's, the one on the right for ladies. The



old dished sprocket and claw crank of the Rambler construction.



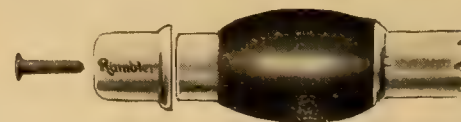
The construction of the reinforcing tubes in the lower rear fork of all the Western brands. This is put in to make sure that if the customer in the future fits a coaster brake that the frame will be amply strong to resist the strain.



The Crescent grip, made of vulcanized rubber, detachable by unscrewing the nickelled ferrule at the outer end, same being threaded to the exterior of the bar.



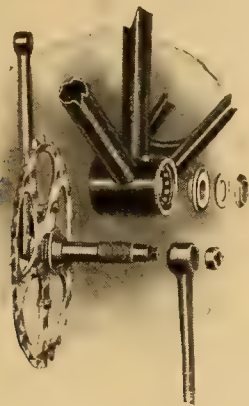
The Monarch-Imperial type of handle, made of vulcanized rubber, detachable by unscrewing the nickelled ferrule at the outer end, same being threaded on the inside of the handle bar tube.



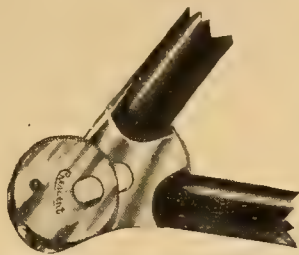
The Rambler handle for 1904, made of vulcanized rubber, detachable construction, branded.



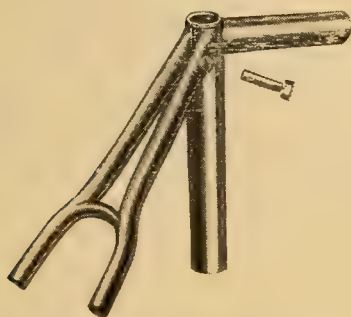
The improvements in the Monarch pedal, with the detachable rubbers.



The improvements in the Rambler pedal with the detachable rubber for ladies' use. The depression in centre stiffens the pedal; rubber is very deep and unobtrusive.



The new 1904 eccentric rear chain adjuster as applied to Crescents.



The new improved construction of the Crescent hanger set, with detachable dog and detachable sprocket; hollow end lock nut.



The diamond top Crescent seat post, with special seat post clamp, which prevents rocking of the saddle.



The general Western construction for seat post binding bolt, which now supersedes the internal expander; Monarch type still carries the binding bolt specially made and fitted in front of the seat post tube.

The spring rear frame construction applied to any Western brand.



Details of Rambler improved Sanderson cone steel bearings.

Samples of the cones and cups made in Sanderson cone steel. These are being carried by the travellers and are a special talking point on the Western lines this year.

Wrong Picture in Wrong Place.

Due to one of those mistakes that occasionally occur in the best regulated families, the cut of Racycle spring fork found way into the advertisement of the National Cycle Manufacturing Company in last week's *Bicycling World*, instead of the National's own new fork as it appears in their space in this issue. Although it was a mix-up of the features of two good wheels made by two of the most progressive concerns in the business the mistake was not the less aggravating to both and doubly so to the perpetrators.

Continental's Two New Tires.

While it is generally supposed that there can be nothing new in tire construction, it has remained for the Continental Rubber Works, Erie, Pa., to bring out two tires embodying exceedingly ingenious constructional details. These tires—one a single, the other a double tube—are fully protected by letters patent, with broad claims covering every feature.

The double tube tire is built up and vulcanized without the use of a separate inner tube, the stock of the casing being treated to hold an internal pressure during the vulcanizing process. The inner surface of the casing is therefore left smooth and prevents soapstone (which is used in inserting butt end tubes) from working between the layers or coming in contact with the fabric. It is a well known fact that a casing made with fabric on the inner surface chafes the inner tube, with fatal result. The casing is built up in a circular form, each layer of rubber and fabric made continuous, thus avoiding splicing and the objectionable uneven thickness of the wall obtained by the old process.

The single tube tire is made on an entirely new principle, formed in a true circle, with layers made continuous. The fabric is calendered with an excellent quality of rubber, which is thoroughly incorporated with it and renders the two inseparable. By this process splicing is avoided, the wall of the tire is true and regular, with no uneven joints to impede progress. It will thus be seen that important advantages are obtained in making the wall the same thickness throughout the entire circumference of the tires.

Opposed to the Jobbing Bicycle.

The Austrian Cycle and Motor Traders' Association has taken a strong stand against the sale of machines with fancy transfers or the names of small agents. The dealers believe that the manufacturers can thus sell a bad and cheap quality, which brings the trade into disrepute and fastens no proper responsibility on the maker. The association is working with all its might against the introduction of these machines, and four million leaflets have been distributed on its behalf all over the country to all cyclists, giving a warning not to purchase a machine which has not the real maker's name on the transfer.

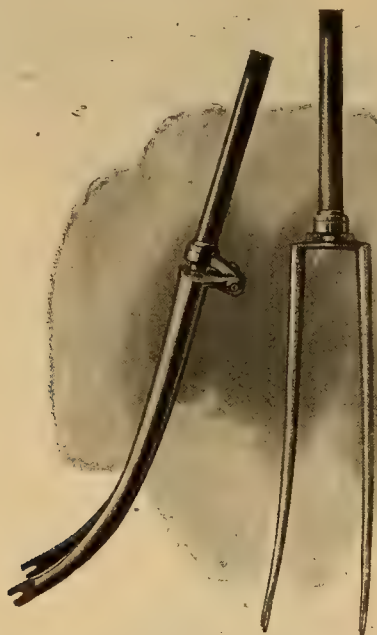
St. Louis Concern Incorporates.

The Owners Automobile Co., of St. Louis incorporated under the laws of Missouri on January 1, will manufacture and deal in bicycles as well as automobiles. It is capitalized at the very modest figure of \$2,000, all of which has been paid in. The incorporators are Horace A. Davis, William C. Woods and George L. Moselle.

Eclipse Gets out a "Girl."

The Eclipse Machine Company have issued a showcard of the sort that will help the cycling interests—an attractive "Morrow girl" coasting downhill in an attractive country, which is not marred by too conspicuous advertising matter. If there were more like it the trade would be benefitted.

Two Riders say: { "Riding a spring fork, cushion frame National is like floating on an air cushion."
 "You have got them all beat on the spring fork proposition."



It's simple, sightly, and weighs but little more than the regular fork.

It fits any National frame 22 inches or higher. Just mention the number of the bicycle.

It's just another National good thing which make Nationals profit winners.

GET THE AGENCY WORTH HAVING.

NATIONAL CYCLE MANUFACTURING CO., Bay City, Mich., U. S. A.

It's a Simple Problem

to select your tires for

1904

FISK TIRES

Less
Replacements.



Less
Annoyance.

have given absolute satisfaction.

LIBERAL TREATMENT.

PROMPT DELIVERIES.

GET OUR PRICES.

FISK RUBBER COMPANY, - Chicopee Falls, Mass.

BRANCHES:

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SPRINGFIELD,
NEW YORK,
SYRACUSE,

BUFFALO,
DETROIT,
CHICAGO,
SAN FRANCISCO.

REPAIR DEPOTS:

PHILADELPHIA,
WASHINGTON,
TORONTO,
ST. LOUIS,

OMAHA,
MINNEAPOLIS,
DENVER,
LOS ANGELES
LONDON.

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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, JANUARY 16, 1904.

The Moral From France.

The facts and figures regarding the motor-cycle situation in France, gleaned from a well informed visiting Paris tradesman, M. Lamberjack, and published in another column, are of a nature to make the American trade blink. That two factories alone disposed of seven thousand motor bicycles last season, and are prepared for an output of twelve thousand this year, and that the product of others will swell the total to about twenty-five thousand, provides food for mental digestion, and should help our own manufacturers of means and repute to decide whether or no the game is worth the candle. It may induce some of them to treat the little self-propelled machine as more than a side issue or "filler in."

That the business in motorcycles is actually brisker than the trade in motor cars, as M. Lamberjack states, is quite worthy of belief. There never was a conveyance and pastime so limited in numbers and proportions over which such a furore was created.

From the talk and newspaper publicity given the subject the unknowing would be justified in assuming that anywhere from 200,000 to 2,000,000 automobiles had been sold in this country during the last year. As a matter of fact, the number sold barely reached 20,000. After July 1 the demand dwindled to almost nothing. The prospective increase will not bring this season's total to 30,000.

While the 20,000 automobiles were being sold probably 200,000 bicycles were disposed of, but because cycling is not now the fashion, the press gives it scant notice, and the great, green public is possessed of the idea that cycling is "dead" and that but a few thousand wheels are being made each year.

This, however, is somewhat of a digression. The point is right here: While bicycles, as the most convenient and economical form of locomotion extant or possible, will always be in demand, the greater profit to be derived from motor bicycles is desirable, if not necessary. The bicycle trade should obtain it. It cannot afford to overlook or minimize the motor bicycle. For the very same reason that the number of bicycles sold has long been greater than that of any other vehicle, so ultimately will the demand for motorcycles greatly exceed the call for automobiles. It is as sure as fate itself. The men who intelligently prepare to meet that demand and whose machines shall have acquired a reputation will be those who will reap the reward when the demand attains flood tide. The present is not the time for doubt or hesitation.

Influence of Cycling Comfort.

It is seldom that any one wants two radically different things at the same time. For example, the rider never asked for a reduction in the weight of bicycles, while at the same time insisting on having them equipped with comfort giving appliances. He has always been able to make his choice—to decide which he wanted the most. That done, he was content to let the other go by the board.

At the present time cyclists, or the majority of them, place extreme lightness second to comfort. He has not altogether given up his penchant for little weight. It is only because he desires other things more earnestly that he is content with present weights. It is well known that during the last half dozen years weights have been increased by the addition to the equipment of several pounds of comfort giving devices. Among these may be mentioned coaster brakes,

cushion frames, spring saddles, forks or seat posts. We have also pointed out on more than one occasion that any immediate reduction in weight is highly improbable, and that the indications are that it will be increased rather than diminished.

The average rider has had a taste of comfort, and it has only served to whet his appetite for more. A spring Renaissance is by no means improbable, unless something arises to check the growing liking for springs. Time was when the springless bicycle was almost a *rara avis*. There were spring frames and spring forks, and spring saddles and spring saddle posts—the latter the now almost forgotten "goose neck" form of solid post. Wherever a spring could be interposed as a buffer between the rider and the road shocks haste was made to interpose it. That the tires of that day were solid and small in diameter is true, as is the fact that with the coming of the air tire springs were forthwith wafted into space, leaving the succeeding bicycle rigid all over. But it will scarcely be denied that in flying from one extreme to the other cycling was robbed of no small amount of its pleasure, even although there were many compensating features.

What designers aim at now is to secure comfort without sacrifice of efficiency. We now admit that vibration absorbers, in addition to the king of them all—the pneumatic tire—are desirable, if not actually necessary. The tire is good as far as it goes, but it does not go far enough. Therefore, as we are still unwilling to increase tire diameters—the method which would surely scotch the vibration bogie—we resort to the only other available means of buffer building. We are beginning to see that springs are not bad in themselves, and that as comfort and pleasure are the chief aims of most riders, they are worth giving something for. This "something" is, of course, lightness. Every spring we fit, every coasting, braking or gear varying device we incorporate into our bicycles means the addition of some weight. It may be only a few ounces, but ounces make pounds if you get enough of them, and the rider who extols the benefits of springs and other devices and then complains of the added weight is taking a most illogical position.

Improvement of Bearings.

Although we no longer wage fierce battles over the respective merits of two and three point ball bearings, or deem it our duty to sing the praises of these useful devices on

all occasions, we have by no means lessened our esteem for them or abandoned our faith in their immeasurable superiority. We regard them as an offspring of the bicycle, and view their increased use in other industries with triumph. It is our victory, hence our rejoicing.

That the bicycle ball bearing is a triumph of mechanical skill is indubitable. As at present constructed it is practically fool proof; with reasonable usage it lasts almost indefinitely, and it requires almost no looking after. Should it be necessary to take it apart, as for cleaning or examination of any kind, this is easily accomplished, while its assembling is an easy task even for the non-mechanical rider. Should anything go wrong with it repair or replacement is an easy matter, cups, cones and balls being both remarkably cheap and readily obtained.

It used to be a reproach justly urged against some machines that they ran hard. Occasionally the trouble was due to "whippy" frames or sprocket wheels which did not align. But most often illy designed or constructed bearings were responsible. Frictional resistance was set up as a consequence, and quickly made itself felt by the rider. Without being able to diagnose the trouble, he knew that something was wrong and sought a remedy.

All that has passed away. The maker of to-day is able to turn better cups and cones out of machinery or some other mild steel than he could have wrought from the best Jessop or other famous brand of tool steel, while the cost at present is only a small fraction of that of the earlier article. Case hardening processes have undergone wonderful improvement, and while it is still only the surface to which is imparted a diamondlike hardness, this scale or film is both tough and durable. The life of a case hardened bearing is no longer of a few months' duration; it extends into a longer term of years than we are yet able to determine. In other words, it lasts as long as the other working parts of the bicycle.

Let it be "Pedi-Cycle."

"Pedi-cycle" and "pedi-cyclist" are terms which come from abroad designed to distinguish the pedal propelled machine and its rider from their motor assisted prototypes. They are about the best that have yet been suggested, and are worthy of general acceptance. "Pedi-cycle" is certainly an agreeable substitute for the slurring "push cycle."

Honors for a Friend of Cycling.

Owing to his appointment as Assistant Corporation Counsel of New York City, the Hon. James D. Bell has been obliged to relinquish the position of counsel of the Legal Action committee of the Federation of American Motorcyclists. He will, however, complete the bill which the F. A. M. proposes to introduce at Albany, and will, as ever, remain a friend at court. It was Mr. Bell who fought the case which only so recently established the rights of wheelmen to use the Coney Island Boulevard. His previous work as chairman of the Good Roads Association, and also as Bridge Commissioner, assures his continued support. As he was primarily responsible for the cycle paths on the new Brooklyn Bridge, he can be relied on in any effort to remove them, as has been suggested and as at one time was threatened.

Elects Officers and Award Medals.

At its annual election on Wednesday the New York Motorcycle Club made an almost complete turnover of officers, the following being chosen for the succeeding year: President, M. E. Toepel; vice-president, Edward Malloy; secretary, John E. Oest; treasurer, R. H. Nickerson; captain, D. D. Miller; first lieutenant, A. J. Bendix; second lieutenant, Herman Jehle; directors, C. W. Nason, F. A. Roy, E. L. Ferguson and H. H. Glade; delegates to Associated Cycling Clubs, Will R. Pitman, George P. Jenkins and Roland Douglas.

Herman Jehle was awarded the medal for the greatest mileage during the year—3,317—and M. E. Toepel the one for the best attendance on club runs, 17.

Motorcyclists Win in California.

It is now possible for motorcyclists to ride through the town of San Leandro, Cal., without fear of arrest. The ordinance which prohibited the use of motorcycles in the town, and which resulted in the arrest and fining of a number of "culprits," has been repealed. An Oakland rider being induced to stand trial in order to furnish a test case, both the California Cyclists' Association and the Federation of American Motorcyclists, through Vice-President Campbell of the Pacific district, engaged counsel to make the fight. The case dragged along in the town court, and was finally dropped when the councilmen agreed to revoke the objectionable ordinance, which they have since done.

Motorcycle Endurance Run to be National.

It is quite likely that the annual motorcycle endurance contest will this year assume national importance. At its meeting this week the New York Motorcycle Club, which, in connection with the Metropole Cycling Club, the originator of the event, promoted the New York-Worcester contest last season, discussed a proposal to turn over the conduct of the affair to the Federation of American Motorcyclists, and expressed an opinion favorable to such procedure. A committee was appointed to confer with the Metropole C. C. to effect the purpose, if the latter organization deemed it desirable, as is practically certain to prove the case.

Italians Outline Ambitious Programme.

Arrangements are well in hand for the trial of motorcycles which the *Gazetta della Sport*, of Milan, Italy, is organizing for the end of the present month. The programme is as follows: First day, Milan to Genoa, 154 kilometres; second day, Genoa to San Remo, 149 kilometres; third day, San Remo to Nice, 57 kilometres; fourth day, rest at Nice; fifth day, Nice to Turin, 210 kilometres; sixth day, rest at Turin, and the seventh day, Turin to Milan, 143 kilometres.

The trial is open for touring machines up to $3\frac{1}{2}$ horsepower, and the maximum and minimum speeds are fixed at 35 and 20 kilometres per hour, respectively.

For the Home-Trainer Championship.

The right idea for winter time activity is held by the Tiger Wheelmen of New York, who have arranged for a home trainer race meet for the amateur championship of Greater New York, open to any member of a bona fide cycling organization.

The competition will be held in conjunction with the annual ball of the Tiger Wheelmen, at the Century Lyceum, 444 Amsterdam avenue, this city, on February 6. The contests will be run off on a double home trainer in heats, semi-finals and finals, so as to afford the spirit and interest of a track race; the winner will receive a handsome gold medal.

Nelson to Try for Record.

Arrangements have been completed for Joe Nelson, the little pace-follower, to make the first effort on record to lower the record of Charley Murphy, 57.4-5 seconds for a mile, made behind a railroad train, by taking pace from an automobile.

Nelson's attempt will be made on the beach at Ormond, Fla., during the automobile race tournament there next week. He will be paced by Barney Oldfield and the latter's big record holding car, which will be fitted with wind shields.

Belgian Ruling on Cyclepaths.

In Belgium, where the cycle paths are but wide enough for two bicycles to pass one another, motor tricycles and quadricycles are prohibited their use. An effort to bar motor bicycles, however, was defeated, the authorities ruling in their favor.

Taylor Begins to Score.

"Major" Taylor made his first appearance of the season in a race in Australia on January 2, at Sydney, where he rode in a one mile handicap and qualified for the final which was to be run later.

McFarland Quits Australia.

It is reported from Australia that after his fall in the Austral Wheel Race, McFarland decided to quit the antipodes and go to France. He is supposed to be now on his way there.

Walthour to go Abroad.

Bobby Walthour and Walter Bardgett will sail for France on January 28. They have contracts to ride a certain number of races with a guarantee and expenses.

TO NATIONALIZE THE L. A. W.

Pennsylvania's Amendment to This Effect Favored by Secretary-Treasurer.

With regard to the awakening contortions of the League of American Wheelmen, the new constitution proposed by a New York member is not the only radical change that is being contemplated and will be proposed at the national assembly to be held in Boston on February 10.

A member of the Pennsylvania division has given notice that he will offer a set of amendments which, if adopted, will effect the nationalization of the league along lines that were long ago advocated by the *Bicycling World*, the control of the whole body being vested in a set of national officers and not split up among a lot of "State division" officers inspired by local prejudices.

This idea is supported by the national secretary. In the editorial department of the weekly *Bulletin* he writes on the subject as follows:

"Every president that has held office for the last eight years has become thoroughly convinced that the league should be nationalized, and has so recommended in his final report. We have seen cycling organizations and automobile organizations grow up around us at home and abroad, and not one has copied the 'State division' idea. We had at one time forty-five divisions. We now have but four. Divisions do not seem to be popular even at home. As we said on January 1, 1902: 'We have built our structure after the manner of the United States government. We have a national body and State divisions. Under our scheme of work, the divisions are supposed to pull the laboring oar, and in order that they may do this they are given the greater portion of the money that is taken in. The money which comes in to us is the basis of all our work. We take our cash and divide it into small portions, which we scatter among the divisions. When all is done, the national body has little left to work with, and the portions sent out to divisions are so small that they are of little use. Under division rule we have no settled policy. We have forty-five sub-organizations, each with a policy of its own. The division officers have become dispirited, disheartened, indifferent.'

"The above is as true now as it was in 1902. It is the old members that stand by us. The new members who come to us for the advantage of a C. T. C. ticket do not renew. Out of 380 applicants who came to us in 1902 only forty-seven renewed in 1903.

"Pennsylvania is on the right track. The league should be nationalized, and there should be local organizations in restricted districts, as, for instance, the cities of New York, Philadelphia, Chicago, Boston, etc. We might have one large consulate taking in greater New York and upper New Jersey, another to include Philadelphia and lower

New Jersey. Other localities could be treated after the same manner. Then would the consulate members be easily in touch with each other and effective work could be done. Members in Buffalo do not go to meetings in New York city. Concentrate."

There is another side to the story that is not one of practical argument, but a sentimental plea. It was expressed by Chief Consul Perkins of the Massachusetts Division. He says:

"As to sentiment. I believe we cannot have too much of it. For sentimental reasons we are glad that the headquarters are in Boston. The League of American Wheelmen was born there, and was fathered by Boston men. They have tried to make the league flourish in New York, Philadelphia and in Chicago. Every such effort has been a failure. It flourishes in Boston, it languishes elsewhere. We have a deal of sentiment regarding our gray haired secretary. He has been in harness for twenty years, and we hope he will stay with us. We wish we had a dear, old gray haired president whom we could keep in office. It would be a good thing for us. We have a lot of sentiment regarding our division. It is something to rally around. We believe the business should be centralized. Last year Massachusetts employed the national secretary to send out renewal notices, and the thing worked well. We believe that all such notices should go from the national office. Our idea is, and in this the Massachusetts board of officers is unanimous, that we want our division, but we want no portion of the dues. We do not need money. Treat us just as you do a league club. Go back to the twenty-five member limit for a division and encourage the formation of divisions in every State. Give the workers a commission on dues collected for you, but put all the money in the national treasury and use it to provide an official organ, to pay expenses of general election, which all should engage in. We have had quite enough of divisions which show a great capacity for spending much more than their income and getting into debt."

Regarding the amendments proposed from the New York "morgue," the national secretary-treasurer practically characterizes them as rot. The idea of promoting racing and having some one else make the rules, he says, is an idea that "will not live a minute in the assembly"; in other words, he might have said that it will last as long as the proverbial snowflake in Hades.

Austrian Army Studying Motorcycles.

According to a floating item, seven officers of the Austrian army are studying the construction and usage of motorcycles in a leading Austrian factory. They are there practically as workmen, helping in the manufacture, and thus going through all the different stages until the machine is completed. Another delegation of officers has been engaged in a similar way in an Austrian automobile factory.

"FROZEN-UP" TRADESMEN

Old Time Rider Criticizes Their Non-Communicative and Narrow-Minded Methods.

An interesting character is Frank A. Brooks, of No. 628 Montgomery street, San Francisco, Cal., who is now on a trip around the world. Mr. Brooks has been up in the frozen northwest for several years, but he emerged, and, having thawed out, bethought himself of the bicycle and of taking a ride, for he was one of the early school of enthusiasts, and learned to love the sport in the days of the old high wheel. When he went about among the dealers, however, he had some experiences that made him realize that times have changed. He found that the cycle tradesmen had "frozen up."

The experiences of Mr. Brooks were not unique. They were such as can be had by any one, it is a pity to say, for there are plenty of dried up, narrow minded dealers who impress a customer in just the way he was impressed and which he describes so graphically. There are unfortunately too many of such sort in the trade. They are beyond hope of being helped by such a good natured, friendly criticism as Mr. Brooks writes of them, but there are others inclined to be that way who can be helped by being allowed to see themselves as others see them, and to such the following extracts from a letter, dated at San Francisco and written to the *Bicycling World* by Mr. Brooks just before he started on his globetrotting trip, will be interesting:

"It does seem as if the manufacturers were the real obstructionists in making progress in the bicycle field. Now, my experience has been somewhat peculiar. I have been in the far North for many years, during which the wheel 'came and went,' and if I ask a simple question regarding the wheel I am looked at as if I were a lunatic. It is not so in other lines. A man can go into a jeweller's and ask all sorts of idiotic questions, and get full explanation as to the why and wherefore, or in a steamship office and have the same thing told to him that has been told to dozens of others the day before, and in every line of trade care is taken to inform a person seeking knowledge, excepting in the bicycle business. In this latter one must obtain information by absorption from the atmosphere; he must know all about the running gear, the various speeds, brakes, etc., ad infinitum. To ask a question simply invites ridicule and contempt. Prices for some attachments are all out of proportion as compared with the entire cost of a wheel, and the whole trade seems to be out of whack. These con-founded 'unions' that are simply blackmail schemes destroy one's confidence in human nature; for instance, the dealers here have some sort of an ironclad arrangement for setting prices, which they will quote to you in the fiercest tones imaginable if they think they can 'soak' you, but they are all cutting

each other in the dark. For instance, I wanted a simple sort of a bell, went to one place and found it was 40 cents, at another it was 55 cents, and so on up to 75 cents; but in each instance I was referred to the 'union' prices, which didn't strike me as 'unioning' worth a cent. I find the same thing all along the line. The dealers are mostly men who have been at it for years, and seem to think a person is born with a certain amount of knowledge as to the craft and only those lacking in gray matter need ask further knowledge. I can remember years ago when there was a fellow named Cunningham, who had his office next door to mine, No. 202 Sansome street; and he would spend hours and days educating people up to the advantages of any certain part in the oldtime 'ordinary,' and he was the kind of a man that made the business what it afterward became. If we were not educated up in dentistry we should let our teeth go as do the savages, but it has been the painstaking practitioner that has made us all aware of the wonderful structure of the tooth and the value of looking after it. But a bicycle dealer seems merely to look at the owner of a wheel as a pigeon to pluck, the same as a Seattle merchant considers every stranger a 'soft graft.' I am watching your columns with interest to see how the Colonel Pope affairs are to be handled. He may bring us around back into the good old ways.

"I will ask you just for a moment close an eye and think just how you felt the first time you got on board of a machine crankier than an Arizona bronco, and remember how you bled and nearly died mastering the doggoned thing, then perhaps you will feel a bit sympathetic, and in your joy of having long ago passed through those difficulties remember that there are others coming on the stage every day, and always will be new ones. I know several who have lived right in this town for twenty years and never yet been on a wheel, but some intend taking up the subject this coming year. It has simply been a case of mañana with them, and while they will be green and very raw on the subject, they will also be very tender and, I hope, meet with more consideration than the average dealer extends."

The Wail of Hugh McLean.

Concerning his riding last year, Hugh McLean registers his "kick" and his claim to distinction as follows:

"I see where Harry Caldwell claims the championship of 1903. I have a better right to claim that title than any one else. I started in sixteen races last year and met all the stars. I met Walthour at Charles River Park, Revere Beach and Providence six times, and beat him five of them.

"The only time I met Caldwell I beat him four laps in a twenty-mile race. Albert Champion I met and defeated in a three-cornered race at Charles River Park for twenty miles, breaking the record for the distance. Leander I met four times last

summer and won each time; also Joe Nelson three races in as many starts.

"I rode against Walthour, Butler and Munroe last Labor day in a fifty mile race at Revere behind a four horsepower motor and won, breaking the fifty mile record, which I now hold. The one mile competitive record of 1.09 I also hold. Moran I met five times last year and beat him three out of them.

Eli Winsett is to be my manager, and will secure two four horsepower motors and one fourteen horsepower motor for the big tracks. About the first of March I will commence training, and will be in good shape for the first races.

"There will be a one hour motor pace race at the St. Louis fair next summer for the championship of the world, and I intend to be one of the starters. I feel no ill effects from the fall I got at the six-day race last month. I never was in such good health in my life."

Does 48 Seconds on Home-Trainer.

At the annual ball of the Stuyvesant Wheelmen last Saturday there was a form of entertainment that constituted a very important feature of the evening—contests on a home trainer. A few years ago these contests were very popular in the winter season, and they furnished some great sport. It is a wonder that more such contests are not promoted by enterprising cyclists.

At the Stuyvesant's celebration the different contestants represented their clubs, and rode, one at a time, on a trainer of the roller pattern, on which the rider balances his wheel the same as on the road. The best mile was made by Arthur Kiewitz, with a 150 gear, riding for the Archie Pleasure Club. His time was 48 seconds. This broke the record, and the rider was presented with a bunch of roses and a quart of wine. William Watkowait, of the Sunset Wheelmen, scored a mile in 1:14. Other scores were: W. Bliss, Sutton Wheelmen, 58 seconds; Otto Steih, Brower Wheelmen, 1:04; John Bedell, 49 seconds; William Nagle, St. George A. C., half mile, 27 seconds; George Weirich, Stuyvesant Wheelmen, a mile with hands off in 53 seconds.

Excitement in Cincinnati Club.

There was all the excitement of a political campaign in the annual election of the Cincinnati Gym Cycle Club, held on January 2, and an independent ticket was elected over that of the regulars by a narrow margin. From 4 p. m. until 9 p. m. the reception room of the club was packed with members rooting for their favorite candidates. Each ticket was well represented on the floor with all sorts of novelties given away as an inducement to vote. There was no end of wire pulling, in which the independents, led by Eugene Sawyer, showed up a powerful, well drilled machine. The scheme which helped the successful ticket was a refreshment booth that was open to all the supporters against the regulars. After the

smoke of the battle cleared away it was found that the following candidates had been elected: President, Eugene Sawyer; vice-president, Henry Meyer; secretary and treasurer, Charles J. Dauner, jr.; captain, Dr. C. P. Gray; first lieutenant, Walter Herberger; second lieutenant, Arthur Frank; historian, Sam O. Rauh; directors, James A. Reilly, Charles F. Wolf and E. S. Runnells, jr.

Century Drops "Wheelmen."

At last it has been done and the good old Century Wheelmen of Philadelphia is no more. The proposition to change the name, which was voted down a year ago was carried at the annual meeting held on January 8, and the organization is henceforth to be known as the Century Club. For the first time in the history of the body no one was chosen at the annual election to fill the post chosen at the annual election to fill the post elected:

President, Dr. W. H. Moor; vice-president, R. G. Ringgold; treasurer, C. A. Rebre; secretary, I. Y. Heaton; directors, J. Fred Hartman, W. H. G. Kirkpatrick, A. A. George, H. R. De Groat, H. G. Colladay, J. B. Fontaine, Al Gegn, H. M. Bougher, F. W. Dykeman and E. E. Bouichou.

In view of the great improvements to the clubhouse, on North Broad street, it was voted to increase the dues of resident active members to \$25 per year.

Two Armory Events at Buffalo.

Two bicycle events were on the card of the 65th Regiment A. A. meet, in Buffalo, N. Y., on January 8. In the two-mile handicap there were three qualifying heats, three men qualifying in each. There were three two-mile heats to qualify for the five-mile open, two to qualify in each, together with the third man in the fastest heat. The summary:

Two-mile handicap—Won by Alfred Mercer, 65th Regiment (160 yards); E. J. Hanks, Cleodoras (170 yards), second; R. S. Lewis, Cleodoras, third. Time, 5:09 2-5.

Five-mile open—Won by W. F. Polson, Rambler B. C.; Fred Schudt, Rambler, B. C., second; R. J. Hoover, Ardells, third.

Pittsfield Elects Officers.

At the annual meeting of the Pittsfield (Mass.) Bicycle Club, on January 5, the following officers were elected: President, George A. Grounds; vice-president, Thomas E. Dunn; clerk, Charles F. Robinson; financial secretary, S. Z. Adams; treasurer, John Ransenhousen; directors, W. J. Tonkins, James J. Pender, W. J. Gorman, Joseph G. Gorman, L. J. Mackin, Edward M. Hall and John A. White.

Willie Michael, who came over to this country with his brother Jimmy last November, is in Boston with Franz Hoffman, Jimmy's pacemaker. Willie has signed to ride for Jim Kennedy for the coming season.

KRAMER ON NATIVE HEATH

Resting at the Home of his Parents in Indiana—Condemns Motor Pacing.

Frank Kramer, the professional champion, is now enjoying a rest at the home of his parents in the town of his birth, Evansville, Ind.

It will doubtless surprise some to learn that Kramer's parents do not live at East Orange, which place is generally ascribed as his home, but such is the case. Kramer was born and reared at Evansville, Ind., and went to live with his uncle at East Orange several years ago. This was after he had learned to ride a bicycle and had already participated in some minor races near his home. The best he ever did in a race in the West was to win a foot pump for finishing well up in a bunch among such riders as Pete Minget, Allen Duncan, Johnny Werner and Herbert Muth. It was not until he came East that Kramer developed anything like real speed. From being a local crack at Orange he became the amateur champion, and in 1901 won the professional championship from Major Taylor. He won it again in 1902 and 1903. Kramer blames motor paced racing for injuring the game. Talking to a reporter at Evansville, Kramer is quoted as saying:

"I believe the racing game will be given a great boost before the 1904 season has passed. In the East it is still popular, though it has practically passed out of existence in this section of the country. The six day race this year drew the greatest crowds on record and the other races in the East all drew well. The larger wheel manufacturers are preparing to put teams in the field this season, one firm having announced that as many as thirty riders will be employed to make a tour of the country, giving races and inviting competition, in the hope that the great health-giving sport will be made as popular as it was during the years of 1895 and 1896.

"Motor pacing killed racing. With the motors it was always a runaway or a breakdown and many times two hours was required to get the pesky machines to run. The public would not stand for the tiresome waits and the sport gradually gave way to something which would give the public a better run for its money."

The champion will remain in the home of his parents for a month, seeking rest and quiet. He believes in training the year round and sticks to the plans which he lays down. In and out of season he cares for his muscles, abstains from the use of tobacco and alcohol and believes that he will be able, owing to such care of his splendidly endowed body and his youth, to beat all comers for many seasons.

Hurley Heads the List.

Reports made at the annual meeting last Monday night showed that 1903 was a very successful year in athletics for the New York Athletic Club, and that at the top of the list in total number of points won stands the amateur cycling champion, Marcus L. Hurley. The total number of points won by all the members of the athletic teams in 1903 were 2,261, as compared with 1,903 made in 1902. There were won by members of the club 10 A. A. U. championships, 6 Canadian championships, 9 metropolitan championships, 5 cycling championships, 9 A. A. U. and 3 Canadian swimming championships, and 1 bowling championship, making in all 43 championships. While the various other championships were won by different members of the club, Hurley won all the cycling championships alone.

The total points won by the different members were as follows:

M. L. Hurley, 239; L. B. Goodwin, 147; J. A. Ruddy, 142; L. De B. Handley, 123; P. J. Kearney, 108; A. Y. Sarony, 83; F. A. Wenck, 81; C. Ruberl, 71; E. H. Adams, 72; W. W. Swan, 65; D. H. Bratton, 57; H. L. Hillman, jr., 54; J. S. Mitchell, 51; Alex. Grant, P. J. Walsh and H. P. McDonald, 50; T. Rickert, 49; W. R. Orthwein, 45; E. E. Wench, jr., and W. R. Lee, 42; H. A. Sedley, jr., 39; D. A. Hesser and H. V. Valentine, 38; T. E. Kitching, 37; P. H. Pilgrim, 36; L. E. J. Feuerbach, R. Sheldon and H. B. Warren, 35; G. W. Van Cleaf, 28; H. V. M. Connelly, 26; J. Steen, 23; T. F. Webber, 22.

N. C. A., L. A. W. and Racing.

The chairman of the board of control of the National Cycling Association, A. G. Batchelder, was asked what he thought of the proposal of the League of American Wheelmen to promote amateur racing.

He laughed.

"Well," said Mr. Batchelder, still smiling, "there is nothing to prevent the league from holding races if it wants to. It can get a sanction for its games the same as any other organization. The idea, though, of its ever doing anything independently in racing is too absurd to discuss seriously. The A. A. U., the rules of which the proposed constitution proposes to use for race promoting, is under a treaty with the N. C. A., and would not recognize any race meets not sanctioned by the N. C. A. If the league really tries seriously to regain control of amateur racing it will find trouble."

An amusing phase of this matter, though it is not surprising when one remembers how many Mr. Peewees there are running around without guardians, is that the author of the idea for the league to promote amateur races under the rules of the A. A. U. is said to have been unaware of the racing situation and the existence of an agreement between the N. C. A. and the A. A. U.

The secretary-treasurer of the New York division says he expects the revised constitution to be voted down.

LEGAL LIGHT IN TEXAS

Judge Goldsmith Holds Lamp Law Unreasonable on Peculiar Technical Grounds.

The legal test of the city bicycle ordinance of Cleburne, Tex., resulted, on December 31, in a decision by Judge J. D. Goldsmith, of the County Court, pronouncing the ordinance invalid on account of its being unreasonable in its provisions. This is only a partial victory for the bicyclists, whose claim that the City Council has no authority to regulate vehicles was pronounced untenable.

The case was that of Paul Stoutemeyer, charged with violation of the ordinance, and in whose defence the local bicyclists combined to furnish legal aid. The proceedings were for a writ of habeas corpus, which was granted, and the defendant was released. The city ordinance prohibits riding of bicycles without a light "between sundown of one day and sunrise of the next." Judge Goldsmith held that this is unreasonable, in that it requires the use of lights during daylight hours. As to the right of the city to pass an ordinance governing bicycle riders, he held that, although chartered only under the general law, the city has such right, and that the ordinance will be good if the unreasonable feature is removed.

Buffalo Seeks to Tax Bicycles.

Seven bills amending the city charter of Buffalo are before the New York Legislature, all of them prepared at the suggestion of Mayor Knight. One of them gives to the Common Council of the city power "to impose and levy a tax upon the owner or owners of hacks, carriages, sleighs, cabs, coupes, private carriages, barouches, buggies, wagons, omnibuses, carts, drays, baggage wagons, automobiles, motor vehicles, bicycles, tricycles and similar vehicles, or any other vehicle, for the privilege of operating, driving or propelling the same along or upon the public streets, avenues, highways and other public places in the city of Buffalo; to fix the amount of such tax, and to prohibit the use of the public streets, highways, avenues or other public places of the city by the owner or owners, or driver or drivers of any such vehicle, in the event of any tax so imposed not being paid, and to fix and provide such penalty or penalties as it shall deem proper for a violation of any such ordinance."

Young Head the Alphas.

The Alpha Motorcycle Club of Brooklyn has elected the following officers for the 1904 term: President, R. L. Young; vice-president, W. E. Fontaine; secretary, George M. Fisher; treasurer, D. R. Thompson; captain, E. W. Wyatt; first lieutenant, W. J. Macaffrey; second lieutenant, James Ready; master mechanic, Henry Heyer; directors, C. L. Simms, George B. Pieper, George Decker, Frederick Schebe.

THE APPEALING QUALITIES
OF
Wolff-American
AND
Regal Bicycles

have kept them in the favor alike of the rider and the dealer who are able to appreciate the merits of a mount that is not merely of high-grade material—any one can purchase that—but that incorporates that subtle something called style.

The bicycle that catches the eye is half-sold. When to elegance of design and appearance there is added unquestionable quality the other half of the transaction is rendered easy.

May we submit our 1904 catalogue and agency terms to you?

Stearns Bicycle Agency,
SYRACUSE, N.Y.

TWO VARYING TYPES

Repairmen Were Chums, but Non-Rider had the Better Mental Equipment.

"Unpromising material sometimes produces the very best men," remarked the ex-retailer reminiscently. "This was proved in my own experience, and one of the very best repairmen I have ever known had never done a stroke of work on bicycles, or even ridden one until he came with me.

"It was his mate that I hired first. He was an old rider, who had raced and even built himself a machine—a 'high wheel'—before he came to my place. He was a machinist by trade, and from his interest in and practical experience with bicycles he seemed just the man I was looking for; and so it turned out.

"Both men came from a country village nearby, and were shopmates. After the first man had been with me for nearly two years I was looking around for another first class man, and he suggested his old mate. I dropped him a note and he came down to see me. I engaged him at \$15 a week, and he came to work. He was a trifle green at the start, but soon worked his way to the front. He was not a grand stand player; quite the reverse. He would spend a few minutes in sizing up a job, and a nervous man might have thought that he was wasting time. But he wasn't. When he started in he had settled in his mind just how to go about it, and as he was a good mechanic he was able to work out any problem that we submitted to him.

"It was curious how those two men contrasted in every way. Mechanically they were about on a par. But the second man had the better mental equipment and it told in his work. The way I discovered this came about in this way: It was my habit to consult the man to whom I gave a job as to the probable time that must be put on it. The estimate for the cost of that work was based on that, and if the time was not right the whole estimate was knocked galley west. And if the man made a mistake it was easy to place the responsibility where it belonged.

"Before long I noticed that the second man always made safe estimates. It was a weakness of the first man to underrate a job, and I was in the habit of adding a little to his estimate, and in that way I came out all right. But if the other man told me he could do a job in two hours I knew that no more time than that would be charged up against it; if anything it was likely that it would be less. He believed in being on the safe side, while his mate, in his anxiety to make a good showing allowed himself to be swayed by optimistic feelings and made no allowance for any contingencies. If he struck a snag of any kind he had no reserve to fall back on and he overran his time.

Their ways of working were entirely different, too. The first man would take up a job and start right in as if his life depended on getting it done in a few minutes. If things went wrong he became rattled; and then he would lose his temper completely. The only thing to do then was to let him alone until he collected himself again. His companion was the very reverse. He calculated everything, and never made a false or unnecessary move. He had the faculty of looking ahead and picturing things in their various stages of operation. Consequently, he rarely made 'bulls' or got to the point where he must confess himself beaten.

"Yet both men were gilt-edged workmen and well worth the liberal wages I paid



NEW YORK BRANCH: 214-216 WEST 47TH STREET

them. There wasn't anything that they couldn't do, from putting in a spoke to building a complete bicycle. I have employed many men before and since, but never any that were as universally adaptable and satisfactory."

When Defective Goods Affect Contracts.

A curious law point, interesting to all dealing with Germany, has just been settled by a court at Posen, German Poland. Can the buyer of a large number of cycles, to be delivered in instalments, refuse to accept a portion of the first consignment proved defective? was the question, and the reply given by the court was to the effect that an order once given must be adhered to, and, if the successive supplies prove defective, each consignment has to be returned by itself. The idea underlying the judgment is that nobody can know of what quality the further consignment will be, and that for this reason no direct conclusion can be drawn.

"The Motor, What It Is and How It Works." See "Motocycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York, ***

JUDGMENT WAS FAULTY

So These Repairmen got Their Discharges—Necessary to "Size up" Customers.

"It takes good judgment to pick repair men, but sometimes luck plays its part, too." The speaker was an old dealer who had operated a big shop in the boom days.

"You can usually size up a man in a few minutes after he sets to work, but until then his general appearance and talk count for very little. The most promising man may give the poorest performance of all.

"Judgment in sizing up a job is what is needed. There is no use in putting a dollar's worth of work on an article that is only worth fifty cents. Nor does it pay to treat your cheap customers like the one who wants the best service regardless of price. The first would 'kick' if you replaced a stripped nipple without orders from himself, while the second would willingly pay a dollar or two rather than have any trouble occur while he is riding.

"Take the matter of tires as an example. The cheap man brings in a machine to have a nasty gash in his tire repaired. You do that and in testing the tire find that one of the many plugs in it has developed a leak. Do you fix it, too? Not if you know your man, for that he will dispute the charge is as certain as the day. The most you do is to speak of the leak when he comes in and let him take whatever course he wishes. But if it happens to be your good customer you go ahead with the repair, knowing that he will not only approve of it but thank you for your thoughtfulness.

"Suppose a machine comes in to have a wheel trued. You turn it over to your new man, knowing that he has had experience with such work. When the owner of the machine comes for it you are startled to find that there is three or four hours work charged against it. Asked what it means the new man gives you a tale about the rim being a bad one. 'As fast as you get it true in one place,' he declares, 'it springs out in another. I spent all that time on it, and it isn't right yet. The first time it is ridden it will kink again.'

"Then why in thunder did you waste your time on it, you ask, and fail to get any satisfactory reply. Then you find yourself in a hole. You can't charge your customer for the time spent on the job, and he would not pay if you did. And if you cut the charge to twenty-five or fifty cents the machine will be back again with the complaint that the work wasn't done right, as the wheel is just as bad as ever.

"I put a new man on a job once, where some trifling repair was needed, with the added injunction to clean it up a bit. It did need cleaning. I must admit, but the fool of a man spent nearly four hours on it, and then remarked that he did not give it all that it needed! Another man, with great patience and an enormous expenditure of time, put twenty-four patches on an inner tube that should have been thrown in the scrap heap. Both men had to be 'fired,' for it would have been too expensive a job to 're-educate' them to common sense standards of work."

We wish to announce
that the

American Motor Company

has purchased the plant
of the

Motor Cycle Mfg. Company,

including all tools and equipment and comprising the largest and most modern equipped plant in the world for the production of motor cycles.

We are now in a position
to make

IMMEDIATE DELIVERIES

of

1904 MARSH MOTOR CYCLES.

In the construction of the **1904 Model Marsh Motor Cycle** all useless and frail intricate parts are eliminated, and only such features retained that have withstood the trying tests. The first contest of 1904 was won on a **MARSH**.

This is a good start. We give our agents a good start by being able to make prompt deliveries. Write for information and circulars; we are not stingy with our printed matter.

AMERICAN MOTOR COMPANY.

THE WORKING OF STEEL

Some Suggestions as to how to Obtain the Best Results.

It is known and has been proven by practical experimenters that when iron or steel bars are heated as many as twelve times deterioration sets in after re-workings, and frequently earlier. After the third re-heating no economic advantage was obtained commensurable with the cost of labor and fuel, but this is not the case when a lapse of time is between the workings.

The first requisite for a good forging heat is a clean fire and plenty of fuel, so that jets of hot air will not strike the corners of the pieces. Next it is necessary that there be a regular fire, which will impart a good and uniform heat to the part to be forged. The heat should be keen enough to heat rapidly, and also to be thoroughly heated and without overheating the corners and edges.

Steel should not be left in the fire any longer than it is necessary to heat clear through, as "soaking" in the fire is injurious. On the other hand, it is necessary to see to it that the piece should be hot throughout in order to avoid surface cracks, which are usually caused by insufficient cohesion of the overheated steel overlying the colder center of an irregularly-heated piece.

The best and most economical of welding fluxes is clear, crude borax, which should be first thoroughly melted and then ground in fine powder. Borax prepared in this way will not froth on the steel, and one-half of the usual quantity used will do the work as well as double the quantity not properly melted.

After the steel is properly heated, it should be forged to shape as quickly as possible, and as the red heat is leaving the parts intended for cutting edges these parts should be refined by rapid, light blows until the red color disappears.

For the second stage of heating for hardening, great care should be used, first, to protect the cutting edges and working parts from heating more rapidly than the body of the piece; next, the whole part to be hardened should be heated uniformly through, without any part becoming visibly hotter than another. A uniform heat, low enough to give the required hardness, is better than a higher heat. Bear in mind that for every variation of heat there results a variation of grain, which may be seen in breaking the piece. For every such variation of temperature there is a possibility for a crack to manifest itself. Many tools and spring plates are ruined by inattention to this point.

The effect of too high heat opens the grain and makes a coarse steel. The effect of an irregular heat is to cause an irregular grain and irregular strains and cracks.

As soon as the piece is properly heated for hardening, it should be promptly and thoroughly quenched in water, brine or oil.

The operator must be very careful to obtain the right degree of temper for the work to be done. The amount of water, brine or oil depends on the size to be hardened, but to harden large pieces with water a running stream is preferable; uneven hardening is sometimes caused by the use of too small baths.

For the third stage of heating, the first important requisite is uniformity. The next is time. The more thoroughly the piece is brought down to temper the better and safer is the operation. When expensive tools, such as taps, cutters, etc., are to be made, it is a wise precaution, and one easily taken, to try small pieces of the steel at different temperatures. By this it is possible to find how low a heat will afford the necessary hardness. The lowest heat is the best for the steel. The test costs nothing, takes very little time and very often saves losses. The art of working steel can be acquired only by intelligent and persistent application.

Consul Reports the Old Story.

United States Consul Mahin, of Nottingham, England, reporting on the products of the United States sold in that district, which comprises the shires of Nottingham, Derby, Lincoln and Leicester, says in regard to bicycles:

"At one time American bicycles were marketed in this locality, but not one is now to be found here unless belonging to a resident American. The hostile expressions heard indicate that an American wheel could not be disposed of here except as a gift; for it is alleged that the people who bought wheels made in the United States were 'cheated with worthless rubbish dumped on this market at prices just low enough to undersell the home market.' There appears to be some truth in this, but the hostility arises partly from sympathy with local bicycle factories, which claim to have once enjoyed a lucrative trade with the United States, built up at a heavy expense, but destroyed, it is alleged, by the imposition of heavy import duties. The bitter resentment felt and freely expressed by these bicycle makers is shared, more or less, by the general public."

Turin to Hold a Show.

Turin, Italy, is at present much occupied with making the final preparations for the international exhibition of all modern vehicles, such as cycles, motorcycles, automobiles and motor boats. The exhibition enjoys the patronage of the King of Italy, and the arrangements will be after the style of the Paris Salon. The show will be opened on February 6 and close on February 21, during which time the Sporting Congress meets in the same town.

A "wrinkle" designed to keep window glass from freezing is as follows: Place a small electric fan in the window two or three feet away and let it run, blowing the air at the window. The probable explanation is that the moisture is all dried off, hence leaving nothing to freeze; anyway, the glass is perfectly dry and clear.

There's no longer an excuse for the man who wants one, but who "can't afford a motor bicycle."

THE MOTORCYCLE MAGAZINE

has made it possible
for any man possessed
of a few pounds of
energy to obtain

A Motor Bicycle Free

If a proposition of the
sort interests YOU,
send your name and
address to

THE MOTORCYCLE MAGAZINE
154 Nassau Street, ✱ New York.

An Ounce of Fact is Worth Tons of Theory.

The fact that live dealers everywhere have continued year after year to handle

YALE BICYCLES

ought to "suggest things" to the man whose eyes are open.

The same correct judgment that singles out the Yale as leader selects

Good Old Snell Cycles

as fit company. The kind that work for your pocket all the time.

LEST YOU FORGET:

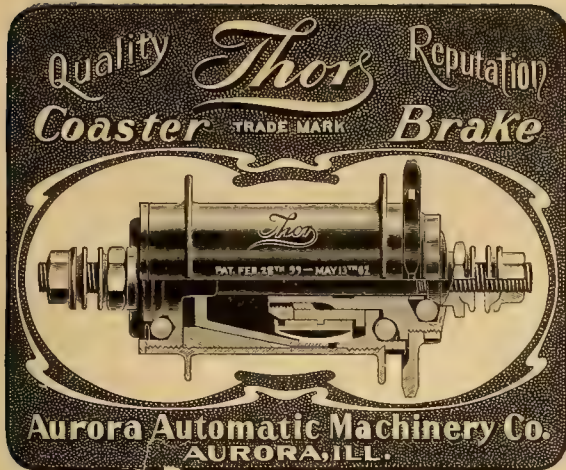
The Yale-California Motor Bicycle

is on the way. Coming along nicely, too. Shall our traveler call?

KIRK MFG. CO.

SNELL CYCLE MFG. CO.

TOLEDO, OHIO.



Thor Coaster Brake

will be a part of the equipment on many of the finest wheels manufactured and sold in 1904.

Do not allow yourself to be deceived. Insist on having

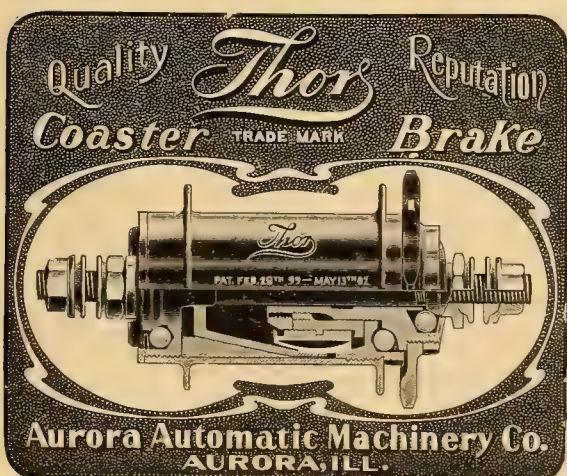
THE VERY BEST

It does not cost any more and insures satisfaction.

THOR COASTER BRAKES

are manufactured in

THE FINEST EQUIPPED
PLANT IN THE WORLD



Hedstrom's Indian "Valet."

Oscar Hedstrom is in a fair way to become famous as an eccentric millionaire, if a piece of news printed by a small weekly in the South should gain wide circulation. The item is an illustration of how news travels when some of its bearers do not understand what they read. The item reads:

"Motor bicycles will also take part in the display on the beach at Ormond, Fla., but they will not be admitted to the races. In the races last year Oscar Hedstrom, a prominent automobilist, who is always attended by a faithful Indian valet when he travels, won an easy victory over the big racing cars, simply running away from them."

It is probable that the author of that squib was inspired to write it by his interpretation of some item like the following which has been going the rounds of the press since the Bicycling World called attention to the state of affairs two weeks since:

"There will be three motorcycle events in the Ormond carnival, but motorcycles will be barred from the free for all. It will be remembered that last year Oscar Hedstrom was on hand with his faithful Indian, and in the free for all ran away from all the big cars."

Improving Revere Beach Track.

A number of improvements will be made at the Revere Beach track, Revere Beach, Mass., before the next season opens in the East. Both the track and the grandstand will be remodelled. The homestretch and backstretch will be raised three feet, and when finished they will be seven feet high; the turns will be twenty feet high, and the entire track surface will be new.

Manager Ingraham says in regard to motor paced racing that nothing but 4 horsepower motors will be used on the track. He will have nothing to do with the 14 horsepower machines. The date fixed for the reopening of the track is "Patriots' Day," April 19, which is a legal holiday in Massachusetts.

RIDE A

Cushion Frame

MODEL.

The Highest Grade

OF BICYCLE CONSTRUCTION AND THE MOST

Luxurious Bicycle Made

ALL DEALERS.

FROM

Jan. 16 to 23

THE

Indian



Will Camp in
Space No. 144

MADISON SQUARE GARDEN

AT THE

New York Auto Show

**EVERYONE
IS INVITED**

to visit the Camp to obtain a catalog and examine the Indian's grip control and other new and exclusive features that mark the 1904 model. They are worth seeing.

HENDEE MFG. CO.

SPRINGFIELD, MASS.

How Steels Differ.

No two steels are ever exactly alike, and all require careful experience of their nature to insure correct treatment. Careful analysis and experiment may bring out a great deal about the nature of a particular steel; but, as a rule, in the ordinary workshop, these academic methods are costly and out of place, and reliance is placed on the individual judgment of the operator. In some cases, smiths in the tool shop appear to have cultivated what may be called at most an instinct in their dealing with different classes of steel, and it would sur-

prise many scientific steel experts to find how near they come to the proper treatment without any preliminary elaborate test as to the chemical nature or components of the steel which are using. It is very possible that in some cases they arrive at a more accurate determination of the properties of a certain steel than would the chemist after much analysis and experiment.

While the experience gained by the actual manipulator of steel in fire and water cannot be taught in books or in articles in the technical press, yet a great many hints and

short cuts not generally published in text books may be given as taken from actual practice at the end of a pair of forge tongs. And in the case of awkwardly shaped dies and cutting tools some points on the method of tempering may be given, which will prove of service to the workman whose experience is limited. Too great weight cannot be attached to the procedure of dipping or plunging, which is really a most important point in the process of tempering. A good piece of work, well made, properly and carefully heated, may be spoilt beyond repair by carelessness in the matter of quenching in the first hardening process.



**WE MAKE
HIGH GRADE BICYCLES**
that have stood the test.
**The FOWLER,
The MANSON,
The SHERMAN.**

They are known the world over and have always given satisfaction. We make three grades of unequalled superiority and speed qualities. NEW MODELS FOR 1904.

Write us for Catalogue and an Agency.

Special prices quoted to dealers on standard Bicycle Supplies, Tires, Coaster Brakes, etc.

FOWLER-MANSON-SHERMAN CYCLE MFG. CO.
241-249 South Jefferson Street, CHICAGO, ILL.

"The A.B.C. of Electricity"

will help you understand many things about motors which may now seem hard of understanding.

108 Pages. 50 Cents Per Copy.

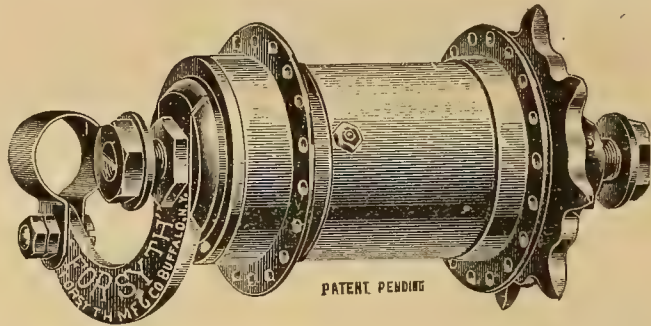
THE GOODMAN COMPANY,

34 TRIBUNE BUILDING,

NEW YORK.

THERE ARE
More Good Features
CONTAINED IN THE
Forsyth Coaster Brake

than in any other similar device on the market.



ADJUSTABILITY

is one of the big features, but there are others, and the man who closes his brain to them closes his brain to truth. Are you open to conviction?

FORSYTH MFG. CO.,

BUFFALO, N. Y.

Schrader Universal Valve.

(Trade Mark, registered April 30, 1895.)

NOTICE.

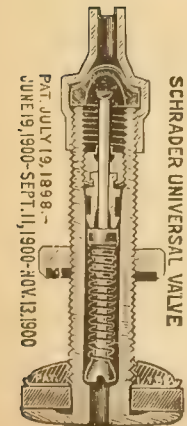
Manufacturers of Bicycles, Jobbers and Dealers:

In order to facilitate the obtaining of

**PARTS of the
Schrader Universal Valve,**

I have concluded to sell parts only to the general trade.

Parts 99-1, 99-2, 99-3, 99-4 may be had from all the makers, or from A. SCHRADER'S SON. Price List and description parts sent on application.



99-1.

99-2

99-3

SIMPLE AND ABSOLUTELY AIR-TIGHT

Manufactured by

A. SCHRADER'S SON.

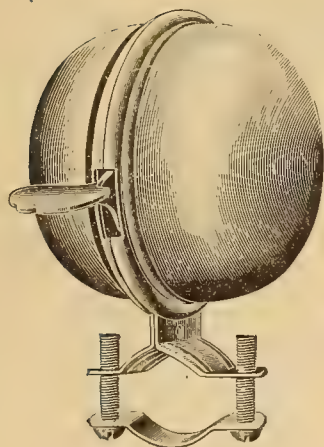
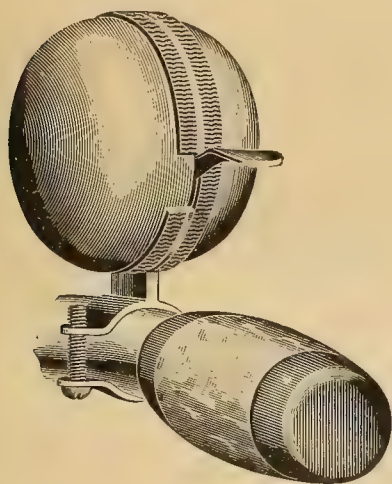
ESTABLISHED 1844.

**30 and 32 Rose St.,
New York, U. S. A.**



There never were better bells than Bevin Bells

There never will be better ones.
We have the factory, the facilities, and the know-how acquired by 72 years experience in bell manufacture that assure it.



And you all know that our
**TOE CLIPS, TROUSER GUARDS,
LAMP BRACKETS, ETC.**

have been standards of the cycle
trade ever since they were placed
on the marker.

CATALOGUE AND PRICES ON REQUEST.

BEVIN BROS. MFG. CO.
EASTHAMPTON, CONN.

Persons Saddles

The **BEST** Saddles in the **WORLD**

Supplied by Us to the Makers of the
Following Cycles :



**COLUMBIA
CLEVELAND
DAYTON
EAGLE
ELDRIDGE
BELVIDERE
CRAWFORD
CRESCENT**

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HARTFORD
HUDSON
IMPERIAL
IVER JOHNSON
KIRK
MOHAWK
MONARCH
FOWLER**



**NATIONAL
ORIENT
PIERCE
RACYLE
READING
RAMBLER
REGAL
SNELL**

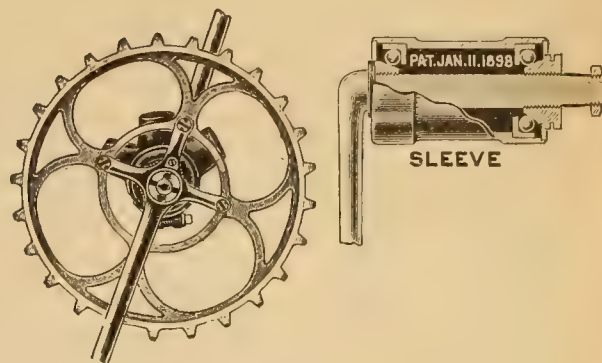
**SHERMAN
SPALDING
TRIBUNE
WARWICK
WALTHAM
WOLFF-AMERICAN
WESTFIELD
YALE**



And they are carried by all **LIVE** Jobbers.
A **PERSONS** means Comfort, Quality and Style.

THE PERSONS MFG. CO
(CHARLES A. PERSONS, President)
Worcester, U. S. A.

"D. & J." Hangers



have stood a market test of 7 years,
and they are considered the

**STANDARD HANGERS
FOR
HIGH-GRADE WHEELS.**

Our business has gradually increased, due to
the actual merit of our Hangers, while over
95 per cent. of our competitors "have retired."

"D. & J." HANGERS cost but a little more
than "one piece" or other inferior Hangers, and
they add very much to the actual value and sell-
ing qualities of a wheel.

Any manufacturer can supply wheels equipped
with "D. & J." HANGERS. If he should
object, advise us, and we will refer you to others
who will appreciate your business.

The Hanger is the heart of the wheel and
the Bearings the essential part of the Hanger.
"D. & J." HANGERS are mechanically correct,
all bearings being within a Sleeve and indepen-
dent of the frame. (See cut.) This every
mechanic will appreciate at a glance, and a
thorough trial will convince any Manufacturer,
Agent or Rider.

**"D. & J." HANGERS
Mean Satisfied Customers.**

**Satisfied Customers bring
Repeat Orders.**

**Repeat Orders will Build up
your Business.**

PARK CITY MFG. CO.,
CHICAGO, ILL.

WANTS AND FOR SALE.

15 cents per line of seven words. cash with order.

WANTED—First class bicycle enameler. Must be well educated and thoroughly understand mixing of all colors. State age, salary expected and furnish references. Pope Manufacturing Co., Westfield Factory, Westfield, Mass.

ALL ROADS ARE EASY WHEN THE



STAR BALL RETAINER

IS USED.

With millions in daily use, it has stood the test for more than five years, and is adaptable to ball bearings of any kind.

If you are users of ball bearings we would be pleased to hear from you and mail you our catalog with the latest information which we know would be profitable and interesting to you.

THE STAR BALL RETAINER CO., Lancaster, Pa., U. S. A.

Special Stampings FROM SHEET METAL

THE CROSBY CO., - Buffalo, N. Y.

JOHN S. **LENG'S** SON & CO.

4 Fletcher Street, NEW YORK,

CARRY A COMPLETE STOCK OF

BICYCLES, TIRES, SUNDRIES.

CAREFUL ATTENTION PAID TO PROMPT SHIPMENT.

Ideal Handle Bars for 1904.

MOTOR CYCLE BARS A SPECIALTY.

Write for our Catalogue and Prices.

IDEAL PLATING CO.,

No. 3 Appleton St., Boston.

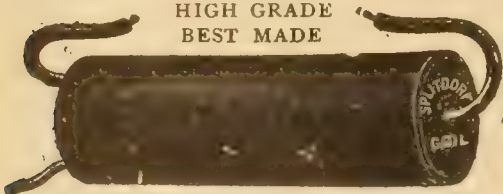
We do Nickel Plating and Polishing in all its Branches.

YOU WILL BE ASSURED OF Better Values and More Satisfaction

by placing your orders for bicycles, tires, sundries, etc., with

JOS. STRAUSS & SON, Buffalo, New York.

WRITE FOR CATALOGUE

SPLITDORF SPARK COILS.HIGH GRADE
BEST MADE

C. F. SPLITDORF, 17-27 Vandewater St., New York.

HIGH GRADE

wheels must have the best equipments.

There is nothing that gives more value for the money than the use of the

MORSE TWIN ROLLER CHAIN



NOISELESS IN MUD, WATER OR DUST AND ALWAYS EASY RUNNING.

The only chain having Frictionless Rocker Joints. Insist on having the Morse Twin Roller. Fits regular sprockets.

Send for Catalogue and Trade Price to

Morse Chain Co., Trumansburg, N. Y.

ALL JOBBERS MUST SELL BELLS. STARR BELLS

Are the Best Bells for Jobbers.

STARR BROS. BELL CO., EASTHAMPTON, CONN.

BARGAINS FOR BICYCLE DEALERS

IN TIRES, COASTER BRAKES, GAS LAMPS, Etc.

Write to-day for complete Catalogue.

THE E. H. HALL COMPANY (Incorporated),
Jobbers Bicycles and Supplies,
59-65 Exchange St., Rochester, N. Y.

DON'T BUY TIRES

until you have had our proposition on

"Black Diamond" and "Rochester Guaranteed"

They are the very best value today. Write us about them.

THE SIDNEY B. ROBY CO.,
Jobbers of Cycle Supplies, Rochester, N. Y.

Commercial Conditions in Russia.

Exporters of goods to Russia should make a note of the following regulation regarding foreign goods. The government railways are not obliged to return undelivered parcels to foreign senders, and they never take the trouble to do so. The consignment remains a certain time at the station, and in case nobody comes to claim the goods they are sold and the proceeds go toward paying the freightage and storing expenses. It is always best to consign the goods to a carrier's firm, who can be made responsible for the delivery or return. Should the consignee refuse the acceptance the carrier would at once communicate with the sender. The railway officers need not do that.

"The A. B. C. of Electricity" will aid you in understanding many things about motor bicycles that may now seem hard of understanding. Price 50 cents. The Goodman

"PERFECT"



OILER.

For High Grade Bicycles. The best and neatest Oiler in the market. DOES NOT LEAK. The "PERFECT" is the only Oiler that regulates the supply of oil to a drop. It is absolutely unequaled. Price, 25 cents each.

We make cheaper oilers, also.

CUSHMAN & DENISON MFG. CO. 240-242 W. 23d St., NEW YORK

Write for 1904 Catalogue,
Bicycle and Automobile Supplies

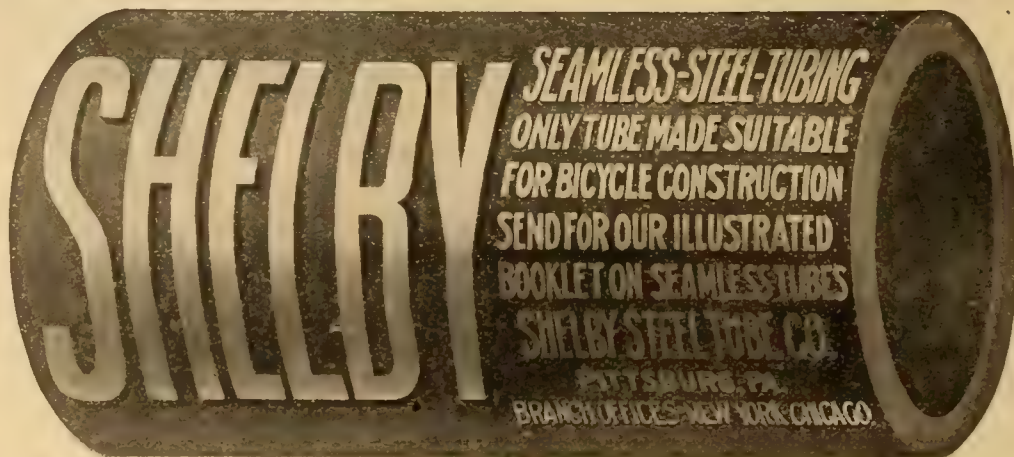
THE KELSEY CO.,

BUFFALO, N. Y.

SPROCKETS.

We supply nearly all the best trade.

PARISH & BINGHAM CO.
CLEVELAND, OHIO.



SEAMLESS-STEEL-TUBING
ONLY TUBE MADE SUITABLE
FOR BICYCLE CONSTRUCTION
SEND FOR OUR ILLUSTRATED
BOOKLET ON SEAMLESS TUBES
SHELBY STEEL TUBE CO.
PITTSBURGH, PA.
BRANCH OFFICES: NEW YORK, CHICAGO

The Week's Patents.

748,602. Frame for bicycles. Paul Haag, Chicago, Ill., assignor to Pope Manufacturing Company, Jersey City, N. J., a corporation of New Jersey. Filed August 1, 1903. Serial No. 167,831. (No model.)

Claim.—1. A spring fork for bicycles, etc., comprising a fork crown having rearwardly and downwardly extended lugs, fork sides pivoted upon said downwardly extended lugs respectively and having rearwardly extended lugs to co-operate with the rearwardly extended lugs of the fork crown and positively limit the rearward movement of the fork sides, and compression springs co-operating with said rearwardly extended lugs of the crown and fork sides to hold the fork sides in normal position with the rearwardly extending lugs of the fork crown and the fork sides in contact, substantially as described.

748,612. Ball swaging machine. Allen Johnston, Ottumwa, Iowa. Filed March 26, 1903. Serial No. 149,712. (No model.)

Claim.—1. In a machine for swaging and

truing balls, dies for acting on the balls, means actuating one of the dies and subjecting each ball to a plurality of strokes, and automatically operating ball feeding and discharging means for delivering each ball between the dies and for removing it therefrom after a plurality of strokes of the dies.

748,684. Vehicle wheel. Charles Andersen and William C. Wells, Grand Rapids, Mich., assignor of one-third to John G. Carroll, Grand Rapids, Mich. Filed September 21, 1903. Serial No. 173,964. (No model.)

Claim.—1. In a wheel, the combination of a hub having a cup-shaped end provided with inclined inner surfaces to engage the heads of the spokes and radial recesses to receive the spokes, a rim, spokes attached to the rim at their outer ends and having T-heads on their inner ends, and means for forcing said heads inward within the cup and retaining the same in place therein.

748,797. Spring tire for vehicles. Adolf Schwieger, Hanover, Germany, assignor to Joseph Grawi, Hanover, Germany. Filed April 2, 1903. Serial No. 150,756. (No model.)

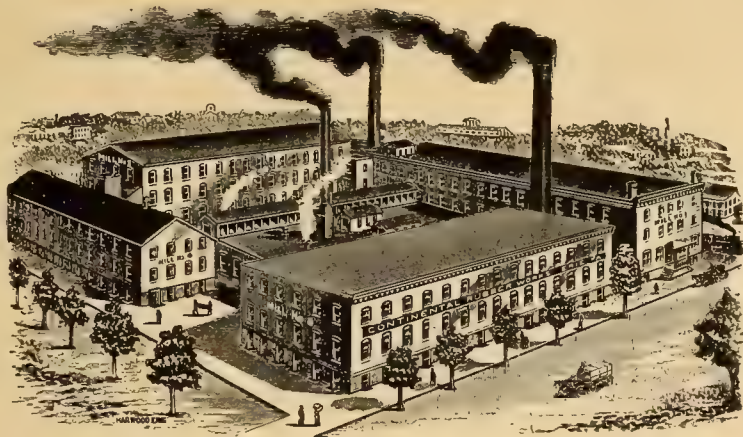
Claim.—1. In a spring tire for cycles and similar vehicles the combination, with the rim, of a turn bolt, a pair of tensioning wires, alternately attached to the inwardly curled ends of the springs, running around the rim and having their free extremities attached to the aforesaid turn bolt so as to wind on the latter in opposite directions, substantially as described and shown and for the purpose set forth.

748,993. Vehicle wheel. Frank E. Southard, Toledo, Ohio. Filed September 21, 1903. Serial No. 173,982. (No model.)

Claim.—1. In a wheel, the combination of a hub having an opening in one side thereof, a lever pivotally attached at one end to the hub, and a lip on said lever to project through the opening in the hub to engage a groove in the axle.

749,045. Motor sparking plug. James S. Foley, West Bromwich, England. Filed May 29, 1903. Serial No. 159,380. (No model.)

Claim.—1. A sparking or igniting plug having a terminal composed of a plurality of fine wires.

OUR FACTORY.**OUR PRODUCTS,**

Special Double Tube No. 80

Double Tube Roadster No. 60

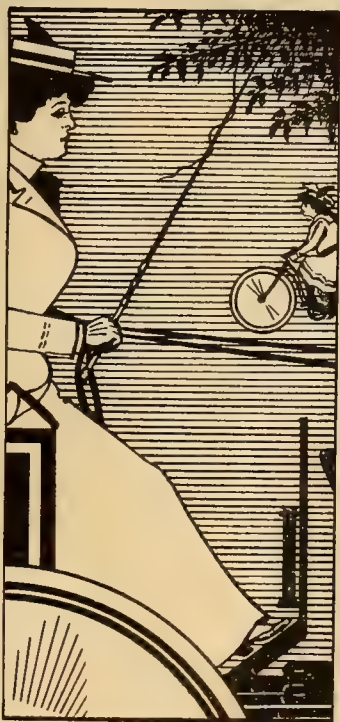
Special Single Tube No. 20

Single Tube Cactus No. 30

Single Tube Roadster No. 10

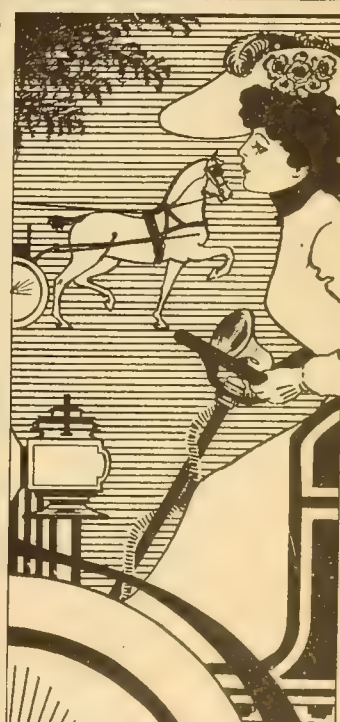
Inner Tubes and Sundries

CONTINENTAL RUBBER WORKS, - Erie, Pa.



PNEUMATIC, CUSHION AND SOLID
TIRES OF EVERY DESCRIPTION
FOR BICYCLES, AUTOMOBILES
AND CARRIAGES. ESPECIAL
REQUIREMENTS MADE TO ORDER.
WRITE FOR CATALOG AND PRICES.

INTERNATIONAL
A. & V. TIRE COMPANY
MILLTOWN, NEW JERSEY



If you have not booked your subscription for . . . **THE MOTORCYCLE MAGAZINE** Do it now. It cannot well fail to interest you.

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NEVER LEAK
STOPS LARGE PUNCTURES.
This is the only fluid that can be legally used in pneumatic
TIRES. Suits now pending.
BUFFALO SPECIALTY MFG. CO.,
Buffalo, N. Y.

If You are Interested in Automobiles,
THE MOTOR WORLD
Will Interest You.
It's readable,
and you can understand what you read.
Published Every Thursday
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\$2.00 per Year. Specimen Copies Gratis.

THE CYCLIST-TRADE REVIEW
FOUNDED 1879

THE LEADING ORGAN
OF THE
CYCLE TRADE
Read by the whole of the
BRITISH TRADE.
American Subscription Rate
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ILIFFE & SONS Limited,
COVENTRY, Eng.

If you ride or sell,
or intend to ride or sell
motor bicycles
"Motocycles and How to Manage
Them"
is the very book you need.
Every page teaches a lesson. Every illustration
"speaks a piece."
And there are 126 pages and 41 pictures, too
Price, \$1.00.
The Goodman Co., 124 Tribune Bldg., New York



Through Train and Car Service in
effect June 15, 1902.

TWO FAST TRAINS

	"Chicago" Special Via Lake Shore.	"North Shore" Special Via Mich. Cen.
Lv. Boston	10.45 A.M.	2.00 P.M.
Due Albany	4.10 P.M.	7.35 "
" Syracuse	7.55 "	11.25 "
" Rochester	9.45 "	1.15 "
" Buffalo	11.40 "	
" Toledo	5.55 A.M.	
" Detroit		8.25 "
" Chicago	11.50 "	3.15 P.M.

"Chicago Special" has through Buffet Library Smoking Car
and Dining Car to Syracuse and from Toledo to Chicago.
"North Shore Special" has Dining Car to Albany, and from
St. Thomas to Chicago. Both trains run daily and are made
up of the most modern and luxurious vestibuled Sleeping Cars
running through to Chicago.
For other service west, time tables, reservation, etc., address
A. S. HANSON, Gen. Pass. Agt., Boston.

BOSTON & MAINE R. R.
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FAST TRAIN SERVICE

BETWEEN
Boston and Chicago,
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and all points West, Northwest, Southwest.
Pullman Parlor or Sleeping Cars on all
Through trains.
For tickets and information apply at any
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D. J. FLANDERS, Gen'l Pass. & Ticket Agt.
BOSTON.

The Best Advertising Medium
for the Irish Trade is
THE
IRISH CYCLIST

Specimen copy and advertising rates on
application to
MECREDY, PERCY & CO., Ltd., Props.,
34 Abbey St., DUBLIN.

TO THE LIVE MAN
interested in cycling who realizes the value of keeping informed
about all that concerns it this blank will be hint enough:

THE GOODMAN COMPANY,
124 Tribune Building, New York.

Enclosed find \$2.00 for which enter my subscription
to the BICYCLING WORLD for one year, commencing
with the issue of.....

Name.....

Address.....

The Bicycling World

AND MOTORCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVIII.

New York, U. S. A., Saturday, January 23, 1904

No. 17

BEST IN FOUR YEARS

Manager Atkins Radiates Optimism and Voices Cheerful Views Regarding Outlook.

"The trade outlook is distinctly encouraging, in fact, our orders indicate that 1904 will prove the best season in four years, so far as our factories are concerned, at any rate. The demand from the country districts has always been consistent, and the larger cities and towns appear well on the road to recuperation. Our men have secured agents and booked orders in no small number of such places in which it had previously been impossible to place agencies during recent years."

These were the cheering expressions obtained from Arthur L. Atkins, manager of the Pope Manufacturing Company's Western department, who spent this week in New York. He added also that his remarks applied equally to the East, in which his department is an active competitor of the Hartford establishment. He was asked if they applied to Chicago itself. He caught the significance of the query, and smilingly remarked:

"Yes, I know Chicago has the reputation of being the 'deadest' city in the country from the cycling standpoint, but it is not as bad as it is painted. There are quite a few dealers still doing business, and our own experience is sufficient to prove that the retail trade even in Chicago is worth looking after. Last season we reopened the retail store in the Crescent factory on Wells street that had been discontinued several years before. Wells street is far from being a desirable street for such a place, but despite the fact and though we did not spend a penny for advertising and made no effort to attract trade, that store sold 550 bicycles, and in round figures did a business of \$25,000. The results simply astonished us. We now intend to pay some attention to that store."

Mr. Atkins is a firm believer in the motor bicycle, and sees for it a big future. What is more to the point, he shows his faith by using it, and using it practically, in going to and from his office. With a number of other gentlemen he is engaged in organizing a motorcycle club in Chicago—one in which mere ownership of a machine will not alone entitle a rider to membership—in other words, it is to be of a rather select character.

Trustee and Creditors Claim Money.

What shall be done with a balance of \$2,925.17 belonging to the defunct Worcester Cycle Company is the question Judge Townsend of the United States Circuit Court at New Haven, Conn., is called on to decide. An array of legal talent representing Trustee Goodrich and other interested appeared before Judge Townsend last week and argued the matter.

The Worcester Cycle Company operated plants at Worcester, Mass., and Middletown, Conn., in 1896 and 1897. It became financially embarrassed, and a trustee was appointed to administer its affairs. These dragged through the courts for a number of years and everything had apparently been settled. It appears, however, that this \$2,925.17 remained in the hands of E. C. Beecher, of New Haven, a special master.

The attaching creditors claim it, as does the trustee and several others. The plants of the cycle company were disposed of and the American Surety Company now owns one.

Shelby Tube Plant Damaged.

Fire attacked the plant of the Shelby Steel Tube Company, Shelby, Ohio, on Thursday of last week, and caused what was first reported to be severe damage. Inquiry at the company's offices in this city, however, elicits the statement that this was exaggerated, and that the loss was in reality slight. It was added that it would not interfere in any way with shipments.

Oppenheim Files Bankruptcy Petition.

Mikell G. Oppenheim, residing at No. 356 West 145th street, New York City, who was formerly a dealer in bicycles and supplies, has filed a petition in bankruptcy with liabilities of \$12,756 and nominal assets of \$1,267 in accounts.

Linscott to Market Motor Bicycles.

The Boston Cycle and Sundry Company, of which the well known J. M. Linscott is manager, has obtained control of the Crouch motor bicycle and will market the output. The machine is an attractive belt driver listing at \$200.

The Auto-Bi Now Costs \$210.

The E. R. Thomas Motor Company has increased the price of the Auto-Bi to \$210.

CHEAP WHEEL'S DECAY

Decline of Demand is Marked and is Bringing Benefits in its Train.

The further decline of the cheap bicycle with unknown nameplate continues to be a marked feature of the business. In several directions the decline is so sharply accentuated as to cause real discomfiture and concern to those most affected. This ill wind—if it is an ill one—is, however, blowing good to the makers of standard brands. W. F. Remppis, of the Reading Standard Cycle Co., who was one of a party that discussed the situation a day or two ago, gave the most reasonable explanation for the happy turn of affairs.

"It seems to me to be due to the fact that when the great majority of men buy bicycles nowadays they do so because they need them," he said. "They want them for practical and economical purposes, rather than for pleasure, and are shrewd enough to see that they save money by putting \$5 or \$10 more into the purchase price. In many places, also, the dealers are no longer carrying the cheap machines, and as a result purchasers are obliged to pay more and obtain better goods in spite of themselves. They must have bicycles, and they must take what is at hand or go without them—a sort of Hobson's choice, which is as of much benefit to them as it is to the trade."

Chasseaud Changes his Declaration.

Manager Chasseaud, of Macy's department store exhibition hall in this city, who, "after conference with several large dealers," announced last week a "national cycle and motorcycle show" for January of next year, has issued a revised declaration. This says that the show is to be organized "by request of many of the largest manufacturers." Of course, their names are not given, and there are those who suspect that Mr. Chasseaud read the request in the stars, from which also he is likely to receive the answer.

Old Somerville Dealer Dead.

James C. Kellsey, of West Somerville, Mass., died of heart disease at his home last week, after an illness of about two weeks. He was formerly a bicycle dealer in West Somerville, the firm name being Churchill & Co., and later Churchill & Kellsey.

MOTOR BICYCLES ON SHOW

Madison Square Garden Exhibit Brings Out 1904 Models—New Features Developed.

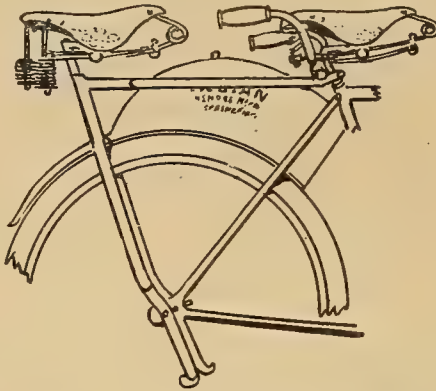
The automobile show in Madison Square Garden, this city, which closes to-night afforded the first public examination of the 1904 motor bicycles, of which 17 are on exhibition; they represent 13 different brands, and to say that they have attracted their full share of attention is to understate the case. Although drawed by the big cars and located in greater part in the basement or in the gallery, the interest displayed, the sales effected and the inquiries made have attained proportions that even the most ardent motorcyclist had no reason to expect; it seems to indicate that the current year will see the motor bicycle make its first big jump toward popularity and extended use.

The motor bicycles themselves bear abundant evidence of substantial improvement. In one instance, the Auto-Bi, the makers present a practically reconstructed model. In the Metz is also presented the first American machine to be regularly equipped with a two speed gear. The most striking tendencies, however, are toward the adoption of grip control and mudguards. It was made plain also that the tandem attachment—the "tonneau," as the Hendee people dubbed it—is due for no little popularity. The Indian and the Marsh people both showed attachments of the sort, the last mentioned being particularly ingenious. It is adjustable to any length of leg, has spring buffers to contribute comfort, and the forks or legs of the device may also be extended to the ground, permitting it to be used as a stand. The exhibits were as follows:

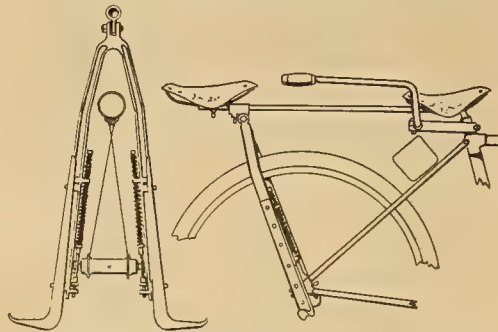
E. R. Thomas Motor Company, Buffalo.—Two Auto-Bis. This machine has been practically rebuilt. The motor is now of 3 horsepower, having $2\frac{3}{4}$ bore and $3\frac{1}{4}$ stroke. A new float feed carburetter having one lever for throttling and another controlling the needle valve has been substituted for the Porkney mixer previously used. A compromise on the grip control as generally understood is employed. The left grip is still used as the cut-out switch, and on the right side of the handlebar there is arranged a ring which operates a relief cam, thereby relieving but not entirely releasing the compression; it is designed to facilitate starting and riding through traffic. The batteries, gasoline and lubricating oil are contained in one circular receptacle, divided into compartments, of course, and secured to the lower diagonal of the frame. This inclines it at an angle and permits the use of a sight feed oiler that is always in view of the rider and that may be operated without dismounting and is of a size that admits one charge of the lubricant. By merely opening a valve or cock, a sufficient

charge of oil is admitted from the reservoir. It is a clever device that puts an end to guess work and should prevent much trouble from fouled plugs. The compartment for the batteries has a trap door, making it easy to remove or replace cells, and which does away with the special cells previously required. Another small but not unimportant improvement is in the use of wire spring terminals and in inclosing all wires in rubber tubing. Another refinement consists of the equipment of the muffler with a cut-out which may be operated at will by foot.

Hendee Manufacturing Company, Springfield, Mass.—Two Indians, one equipped with the tandem attachment shown by the



INDIAN TANDEM ATTACHMENT.



MARSH TANDEM ATTACHMENT.

accompanying illustration. The grip control, already extensively exploited, is, of course, the big feature of the 1904 model, and examination proves it to be as good as it looked in the pictures. The motor has been fitted with an inlet valve release or primer, which also permits the injection of gasoline in the head to assist starting in cold weather. A quarter-inch chain is now used for the short drive, which is protected by a metal guard. The front mudguard is also provided with a leather flap at its extreme end to better catch the dust and mud. Changes in the carburetter have been effected that bring down the minimum speed to three miles per hour. The gasoline tank is provided with a screw hole which permits it to be readily emptied. A new mica plug of Hedstrom invention is offered as an option. Imported Brooks saddles are also being featured.

Pope Manufacturing Company, Hartford and Chicago.—One Columbia, one Tribune, one Rambler. The first mentioned two differ only in name plates and finish and are of the same design and construction as formerly, brake lever control and spring sprockets remaining conspicuous characteristics. They are minor refinements, of

course. The Rambler, however, has undergone considerable change. The Thor motor and carburetter are retained, but brake lever and not grip control are employed, and the lever operates even the carburetter, making it possible to change at will from the thinnest mixture to the heaviest charge of gas when a great increase of power is desired, as when a steep grade is encountered. The machine is fitted with a friction disk or sprocket, permitting the chain to slip in starting, and thus avoiding sudden jerks. The front mudguard projects forward of the forks, and is also to be fitted with a leather stirrup or flap at its lower end. All wires are concealed wherever possible, are covered with rubber tubing and "congregate" at the bottom of the frame. The lubricating oil cup is placed directly over the head of the motor. The Rambler arched spring fork is easily the most attractive device of the kind that ever has appeared and will be an effective factor in making for the universal use of such comfort promoters. The spring cartridge is placed in the rear of the forks and is wholly inconspicuous in appearance. The forks do not differ from the rigid type, and in full nickel are strikingly handsome.

American Motor Company, Brockton, Mass.—Two Marshes, one fitted with tandem attachment. The use of an air shutter or regulator on the carburetter and the adoption of mudguards and detachable tires comprise the more visible improvements, but experience has served to better the machine in many minor details, for instance, heavier, plain bearing cranks are now employed, the intermediate timing gear is now made of brass instead of castings, the exhaust valve mechanism is hardened, and where brass was used a forging is now employed, etc., etc.

C. H. Metz, Waltham, Mass. Two Metzses, one with two speed gear. As affording the much desired free engine, this was one of the features most talked about. It is contained in a drum in the rear hub, and is simply a sun and planet gear operating in connection with an expanding clutch. The motor drives direct on the high speed, no counter shaft being employed. The independent eccentric chain adjustment is also a feature of the machine, as also are the large tanks, that for gasoline having a capacity of $1\frac{1}{2}$ gallons. A Thor motor, not as usual resting on a bed above the crank shaft and forming a part of the seat post, but instead clamped to the bottom bucket and short lower diagonal tube of the frame furnished the power. A Thor carburetter is also used, but the grip control is of Metz invention.

The Reliance, driven by friction on the rear tire, is shown by the Reliance Motor Cycle Company, Addison, N. Y.; the Light, at $1\frac{3}{4}$ horsepower chain driver with Thor motor carburetter and grip control, by the Light Foundry and Manufacturing Company, Pottstown, Pa.; the Clement, at \$135, by A. Clement, Hartford, Conn., and the Crouch, by the Boston (Mass.) Bicycle and Sundry Co.

KEEPING TRACK OF STOCK

Elaborate System of Booking Machines Adopted by a Depot Manager.

"I am told, at times, that I am too much of a stickler for organization, that I am 'red-tapey.' That may be so, but I have found that, in the conduct of an extensive business, and especially where one has to deal with a number of young assistants who are not always so careful as they should be, the possibilities of leakage are immense, and unless one has a very thorough system, and insists upon it being carried out, the leakage may easily run away with all the profits," says the manager of a London cycle depot.

"First, therefore, let me deal with the treatment of stock. A bicycle comes in from the works—for simplicity's sake we will imagine that only one machine has been delivered. The date and time of receipt, and the name of the assistant who received it, are entered in a book specially kept for the purpose, together with the stamped number of the machine. At the same time a tally is tied on the machine, bearing a number which corresponds with a consecutive number entered in the delivery receipt book. This machine is received by an assistant in the shop, and is then handed over to another 'practical' assistant—as I may term him—for inspection. The machine is then thoroughly inspected, so that it could immediately be sent out to a customer. The assistant sees that all parts are in good running order, and before it leaves his hands we may be sure that it could be handed to any purchaser straight away without fear of anything being the matter. It is not often that we do find anything wrong, but sometimes a bearing is a shade too tight, or a nut has not been quite sufficiently tightened up, or some other little thing done or left undone which would be annoying to a customer who took the machine away believing it to be in perfect order. And bear in mind that the very last thing wanted in a business is an angry or disappointed customer.

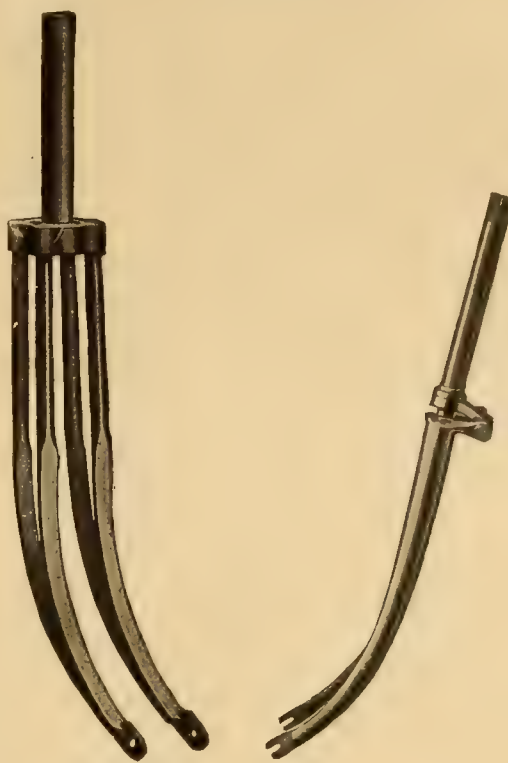
"The machine, being found to be right in every respect, is then entered up in the stock book with full details, such as pattern, gear, length of cranks, tires, with or without mudguards, etc. There are, of course, separate departments in the stock book for each model. At 5 o'clock every day during the real buying season this stock book is brought to me, together with the day's sales, and each machine that has been sold is ruled out. It is unnecessary for me to add how needful it is that this should be done every day, so that a proper stock of each model may be kept, while, at the same time, not allowing the depot to be overcrowded with any particular model, more than the demand requires. The places of the machines sold are filled by others ordered from the works

in accordance with the requirements; for, of course, ordering has to be done more carefully as the season advances. Bicycles are expensive articles to keep in stock, and it is easy to have a large amount of capital lying idle unless a very close watch is kept on this, while at the same time one never wishes to be out of any model that a customer may be likely to require.

"The machine, being in order, is then placed in the stock room, in consecutive number, in its special department, i. e., all the machines of one design are together,

Two Forks and Their Owners.

Due to the erroneous use of the Racycle spring fork in the ad. of the National Cycle Manufacturing Company, the Miami Cycle



and Manufacturing Company report that the mistaken idea has been created that the Racycle fork has become common property—an impression that is not relished by either concern, and that both are anxious to have dissipated. Each will employ their own spring forks, as shown by the accompanying illustrations, and they will be features of the respective bicycles and of none other.

and so on. Thus, when an assistant in the shop is asked for any special length of crank or gear, or anything else which may not happen to be in the shop, he can, by reference to the stock book, tell at once whether we have such a machine in stock, and produce it. All he needs to do is to ask the stock room for bicycle number so-and-so. This stock room is in charge of an assistant, whose duty it is to see that the machines therein are always kept in good order, ready to be sent out at a moment's notice. He can fill in his spare time usefully with a duster—and bicycles in stock have a wonderful knack of losing their original brilliancy unless they are well looked after,"

DINED BY COL. POPE

Gets his Chief Lieutenants Together for a Feast of Food and Reason.

Colonel Albert L. Pope, president of the Pope Mfg. Co., gave an informal luncheon to about forty of the men closely associated with him in the bicycle and automobile industries on Monday noon at the Union League Club. The season of the automobile show at Madison Square Garden has for years been an opportune time for managers of various factories to meet and compare notes on trade conditions. The following gentlemen were present: Colonel Albert A. Pope, Albert L. Pope, George Pope, Paul Walton, Robert L. Winkley, Nathaniel C. Fowler, Robert M. Beck, James S. Marvin, Arthur L. Patrick, H. C. Hall, C. E. Walker, Wilbur E. Walker, Harold L. Pope, Ned Lawrence, H. A. Leinhard, J. F. Cox, F. C. Gilbert, H. H. Rice, Elliott Mason, W. J. Foss, W. E. Eldredge, R. D. Garden, H. H. Fulton, George C. Russell, E. E. Hineman, A. L. Atkins, A. E. Schaaf, H. S. Leyman, James Mannaughtan, W. C. Johnson, W. L. Colt, A. L. Garford, Hayden Eames, C. E. Hadley, A. O. Smith, W. W. Austin, L. M. Wainwright, Arthur W. Pope, E. W. Pope, William A. Redding and M. V. Kelley.

Worcester Dealer's Southern Venture.

B. H. Lemont, of Lemont & Whittemore, the Indian agents in Worcester, Mass., left early this week for Ormond, Fla., carrying with him fifteen Indian motor bicycles. They are fitted with trailers, side carriages and tandem attachments, and will be used for rental purposes on the Florida beach in competition with the "bicycle chairs" propelled by human "mules" that are so much used by the invalids and other sojourners at the winter resorts. As the work of propelling the "chairs" against the wind is "man-killing," the "mules" usually carry their passengers with the wind and return by train, a procedure that will not be necessary with the motorcycles, and that should assure the immediate success of Lemont's venture.

Smith Occupies New Building.

P. Smith, of Emeryville, Cal., has removed his business to a new building, which he has had erected especially for it. His store and showroom occupy the front of the ground floor, and the rear portion of the same floor has been fitted up as a first class repair shop. The establishment is one of the most creditable business places in the town.

To Make Motors Start Quickly.

To assure quick starting of a motor in cold weather, nothing can equal a few drops of light (86 degrees) gasoline in the combustion chamber. It is so highly inflammable that even with the temperature below zero immediate explosions are certain.

Two Riders say: { "Riding a spring fork, cushion frame National is like floating on an air cushion."
"You have got them all beat on the spring fork proposition."



It's simple, slightly, and weighs but little more than the regular fork.
It fits any National frame 22 inches or higher. Just mention the number of the bicycle.
It's just another National good thing which make Nationals profit winners.

GET THE AGENCY WORTH HAVING.

NATIONAL CYCLE MANUFACTURING CO., Bay City, Mich., U. S. A.

It's a Simple Problem
to select your tires for
1904

FISK TIRES

have given absolute satisfaction.

Less
Replacements.



Less
Annoyance.

LIBERAL TREATMENT. PROMPT DELIVERIES.
GET OUR PRICES.

FISK RUBBER COMPANY, - Chicopee Falls, Mass.

BRANCHES:

- | | |
|--------------|----------------|
| BOSTON, | BUFFALO, |
| SPRINGFIELD, | DETROIT, |
| NEW YORK, | CHICAGO, |
| SYRACUSE, | SAN FRANCISCO. |

REPAIR DEPOTS:

- | | |
|---------------|--------------|
| PHILADELPHIA, | OMAHA, |
| WASHINGTON, | MINNEAPOLIS, |
| TORONTO, | DENVER, |
| ST. LOUIS, | LOS ANGELES |
| | LONDON. |

THE BICYCLING WORLD

FOUNDED 1877
and MOTORCYCLE REVIEW

In which is Incorporated
"The Wheel" and the "American Cyclist."

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General Agents: The American News Co., New York City and its branches.

Change of advertisements is not guaranteed unless copy therefor is in hand on SATURDAY preceding the date of publication.

Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, JANUARY 23, 1904.

The Rising of the Tide.

That the tide of motorcycle interest is rising has been evident for some time. That it is rising faster and will rise higher this season than even the friends of the little machine dared hope is more than justified by the interest displayed in the motorcycles that formed a very small part of the automobile show that has held the boards in this city during the current week.

The interest has been unqualifiedly astonishing. Although "buried" in remote spots in the big hall, and thoroughly overshadowed by the automobiles, and sharing none of the publicity given the latter, the motor bicycles have been almost constantly surrounded by inquiring and interested crowds, composed of not mere sightseers, but of men seeking not only catalogues, but information, and whose questions prove that they are not wholly ignorant of the subject.

Actual buyers have been represented in encouraging numbers, but the prospective ones have been so very numerous and ap-

parently so much in earnest that to say that the exhibitors are delighted beyond measure is using the mildest of terms.

If the indications hold true, the Cycle Show next month, on the eve of the active riding season, and when motorcycles will obtain some publicity, should prove a rich harvest.

Make Use of Pictures!

The days are gradually lengthening. But a few weeks hence the sun will have regained its warmth. The birds will begin to plume themselves and the sap to flow. The thoughts of riders, ex-riders, and those who ought to ride will as naturally turn to cycling. Now is the time to tickle their fancies and to direct their thoughts into agreeable channels.

The most effective means to that end is the use of pictures. There should be more of them used in the trade's advertising matter, not merely pictures of bicycles or parts of bicycles, or of racing men, but of pleasing cycling scenes, of well dressed wheelmen and wheelwomen. They are certain sources of inspiration. Why they are not used is past understanding.

The photograph of a woman cyclist has become so rare as to excite remark. If you saw such a picture you yourself would pause and look at it; the attention of other people will be as quickly arrested. The moral is plain: Use pictures—pleasing pictures. Half the art of advertising is in appealing to the eye.

The Tabooed Tool Bag.

To whatever cause it may be assigned, it is undeniable that there is in the average cyclist an inherent dislike to carry on his machine the paraphernalia which he is likely to need on the road. The wrench, the oil can, the repair kit—sometimes even the pump—are among the tabooed articles; and if some of them are deemed essential a compromise is struck and they are consigned to some of the rider's pockets.

The tendency is by no means a new one. Who of us cannot remember when, as far back as the old high wheel days, we were afflicted with the same aversion? Then, far more than now, tools were, excepting the pump, necessary. There were no repair shops scattered along all the frequented routes to which recourse could be had if anything went wrong and tools were required. We were dependent upon ourselves and a few riders who might chance to be encountered along the road, and it was a

pretty serious matter if a pedal nut loosened and there was no wrench at hand with which to tighten it. This and similar incidents are much less likely to happen nowadays.

It is an interesting question how much of this feeling was, and is, due to shortcomings in the methods of carrying the impedimenta referred to, and how much to perverseness on the rider's part. To say that it is all the latter is going much too far. A wrench, for example, would not be transferred from a tool bag to the pocket, where its weight is felt directly, unless there was some reason for it.

Let us take, as an extreme illustration, the case of a careful rider. He is particular to carry a tool bag and to pack it carefully. The oil can has one compartment, the wrench and screwdriver another, the pump a third, the repair kit a fourth. If the tool bag is well designed and made it may be, when packed, innocent of rattle, and the jar of the machine combined with the weight of the tools may not result in breaking the compartment fastenings and jumbling them all together. But there are two other happenings that can scarcely be guarded against—dust will find its way into the bag, and if it is fastened to the frame tubes the straps will wear through the enamel. Neither of these things can be regarded with equanimity.

But the average rider is not careful, and so he is afflicted with more ills than those touched upon. The oil can will spring a leak and saturate the interior of the bag with oil, making a most unpleasant mess. The tools will rattle and bang against each other, the wrench will make an assault on the tube of cement, and the pump will suffer in the melee. The bag will begin to part at the seams or the straps give way, and it will be consigned to the rubbish heap in disgust.

Is a remedy possible? It is not easy to find one. Probably there has even been a retrogression since a decade or more ago, when the problem was grappled with in earnest, for of late years riders have shunned tool bags and a general indifference regarding the matter prevails. The bicycle offers small encouragement for carrying articles of any kind, and it would be a small stroke of genius to evolve a method or several methods for carrying the cyclist's tools, including a pump of decent size, which would not mar the machine in any way or annoy or inconvenience the rider.

Cycle Trade's "Dear Friend."

There are few funnier friends than those who juggle figures. Public institutions are filled with them.

This observation is born of a frantic, last gasp effort of an ex-cycle publication to hold on to the purse of the cycle trade while blowing cold about bicycles and red hot about automobiles.

Its latest issue is one of the "specials" for which it was ever notorious, and from the cycling standpoint is chiefly remarkable because of the fact that the word "Cycle," which is—for "special" purposes—retained in its title, is reduced to comparatively microscopic proportions and placed near to the top of the page that it may be more readily pushed off entirely when the cycle trade shall have ceased to pay good money for the promotion of the automobile industry. This particular "special," however, contained so much more cycle advertising than common ordinary issues that it induced its owners to count also the ads. in the *Bicycling World* and then to issue a proclamation to the cycle trade. They shrewdly guessed that the men in the cycle trade being busy would not be likely to disprove the count. It was, however, a great count, so great that none but the counter will ever know how it was made. The men in the trade will scarce be interested sufficiently to discover that about half the ads. known to be included in the count refer as much (or more) to automobiles as to cycles—on occasion they can be counted either way—nor to learn that of the reading matter in the "special," about 10 pages are devoted to the cycle trade and 110 to the other industry. The counters overlooked that trifling item. The whole thing would be funny if it were not so despicable. However, if the reading columns of the "special" do not betray it sufficiently, an ad. of the publishers makes plain their cupidity and position. They describe their publication as "the standard medium of the automobile industry, which has promoted its interests and will continue to do so." If they had added that those interests had been promoted at the expense of the cycle trade they would have told the simple truth.

We incline to the opinion that this particular "special" will prove the last occasion on which any appreciable number of cycle tradespeople will be fooled into paying for the promotion of the interests of another industry, and especially of the publication that has helped recruit it at their expense. Neither words nor figures that lie will longer serve.

F. A. M. ASSERTS ITSELF**Does Some Plain Speaking to Meddlesome Automobilists who try Law Breaking.**

Quite unexpectedly the Federation of American Motorcyclists and the New York State Automobile Association locked horns this week and for the moment appear to be at loggerheads.

Although the F. A. M. had conveyed to the New York City member of the Automobile Association's law committee the information that it was preparing a bill of its own for introduction in the Legislature, that committee without conference or notice drafted and last week had introduced an act covering automobiles, and also specifically referring to motorcycles. On Wednesday the association held a meeting in this city at which the measure was brought up for general discussion.

Alex Schwalbach, chairman of the F. A. M. Legal Action Committee, was one of those who attended, and who made himself heard in no uncertain fashion. He told the automobilists in plain terms that motorcyclists had their own organization, would work out their own salvation in their own way, and did not desire to have their interests compromised or jeopardized by men who were concerned only with big four wheeled cars and cared not a fig for motorcycles, the laws applying to which necessarily must differ broadly. He also served notice that if the course was persisted in and the motorcycle clause permitted to remain in the bill, the Federation would go to Albany and attack the measure in its entirety.

The meeting seemed to agree with Mr. Schwalbach's views and he departed with the understanding that the offensive specification would be stricken out—an understanding that was afterward confirmed by private conversation. The next day the Law Committee of the Automobile Association met, and it was given out that no action was taken in regard to the clause referring to motorcycles, the sentiment of the committee being that the Legislature could strike it out if it so wished; the automobilists themselves cared not at all whether it was taken out or left in.

Following this change in the situation the following letter was sent to Judge Hotchkiss by Chairman Schwalbach, of the Committee on Legal Action:

"Dear Sir: I regret very much indeed my inability to attend the meeting of your committee yesterday, owing to the pressure of my show work at the Garden. I presume my absence accounts for the failure of your committee to redeem its implied promise, as I understood the situation, to remove the motorcycle clause from the bill and insert

therein a definition wholly excluding the motorcycle provision from the bill.

"I write this because I notice the morning papers state that your committee is indifferent to the clause and propose to leave it to the Legislature to act upon it.

"The wheelmen of this State did not ask your committee to insert this clause in the bill, and on their behalf I now ask you to take it out.

"We have been always mindful of our own affairs and have never attempted to introduce automobile legislation. Will you kindly promptly advise me what you intend to do, so that we may act accordingly? Our counsel, Hon. James D. Bell, now Assistant Corporation Counsel of the City of New York, has, as I have advised you, already prepared a bill for presentation to the Legislature expressing our demands to be excluded from all hostile laws to which we are subjected by reason of the unfortunate popular fallacy of confusing us with automobilists, and to restore to us our common rights of citizenship. We are therefore prepared to introduce this bill as a separate measure and will oppose your bill.

"It seems to me, however, that a great deal of time, money and ill feeling could be saved by striking out of your bill the clause which is obnoxious to us and inserting a clause embodying our demands, especially as your committee has unanimously declared itself as not interested in our affairs. All of which is respectfully submitted."

The bill in question is a poor improvement on the existing law. It provides for registration and numbers, and in general sacrifices almost everything on the altar of speed. The clause referring to motorcycles is as follows:

"This act shall apply to motor vehicles commonly known as motorcycles, provided that such vehicles shall not be required to affix registration numbers, the size of the Arabic numerals of which shall be more than two inches in height or the stroke of which numerals shall be of a width more than one-quarter of an inch, or to exhibit, during the period specified in subdivision two of this section, more than one lamp showing white light visible to the front, or any red light visible in the reverse directions."

Scorchers Arouse Long Islanders.

What has been threatening for more than a year came to pass last week. A number of Long Islanders, incensed by the continued scorching on the cycle paths requested Senator Bailey to draft a bill that would bar motorcycles from those splendid wheelways. Steps have been taken to meet the assault, which is not organized and which is not yet formidable. But while their wrath takes an offence for the sins of the few, the Long Islanders' complaint is not without foundation. Some of the offenders are chronic scorchers and their identity is fairly well known. Their suppression would redound the interests of motor cycling.

"FLYING THE FLUME"

The Latest "Death-Defying" Feat as Performed in Paris—Woman the Performer.

The changes have been rung upon the loop-the-loop act, until it seems as if there can be no more. However, a new freak feat has arrived that, as a spectacle, is altogether more startling than any of the stunts performed with the looping apparatus. As yet it has, so far as reported, been performed only by a woman, but it is quite logical to suppose that it will be taken up by men, and efforts made to see how far the idea can be carried, until several lives have been lost in the attempts.

The new stunt is a flying leap awheel after a run down an incline, and is wholly distinct from the leaping of a gap in the loop. In the new act there is no loop, and the ride ends with the leap.

As performed by Mlle. Dutrieu at the Crystal Palace, London, where it is called "Flying the Flume," there is a track three or four feet broad, built in a spiral to a height of about forty feet, and having an incline of about 45 degrees. This resembles somewhat the "razzle dazzle" structure used by Dan Canary, except that the grade is sharper and there is no whirlabout bowl at the top. After a downward run of about 40 yards the track curves up gradually for about five yards and then terminates abruptly. There is a gap of about ten yards to where the track is resumed, and this gap of thirty feet is leaped by Mlle. Duprieu on her wheel. The track on which she lands is thickly padded with a mattress, and there is a slack rope arrangement to bring the bicycle and its rider to a gradual stop.

It is to be expected that an effort to increase this leap of thirty feet to forty and fifty feet will be made as soon as the stunt reaches this country. If the competition is keen we may have structures tall as the Eiffel Tower for "take offs."

Will Race Once per Month.

The New Century Wheelmen, of San Francisco, have a splendid programme marked out for the outdoor racing season, which begins in February with a 25-mile handicap. It is planned to have a club race every month thereafter. There will be also a number of club runs. Several members of the club are to try within a short time for the 100-mile record around the bay. A gold bar will be awarded those who accomplish the distance in less than seven hours. The ambitious ones are L. Hables, H. Swanton and J. Wilbert.

Gold medals have been awarded D. Mainland and A. Greninger for their standing in points for last season's riding, and silver medals were won by L. Hables, E. Bergman and J. Schon.

M. Newmark has entered upon his fourth successive term as president of the organiza-

tion. The other officers are: H. L. Wilkes, vice-president; Bert D. Balart, recording secretary; E. E. Bergman, financial secretary; H. Challet, treasurer; Al Greninger, captain; E. E. Bergman, first lieutenant; L. G. Shaw, second lieutenant.

Wants Uniforms for Motorcyclists.

C. H. Metz is a motorcyclist and a motorcycle manufacturer who has decided opinions on the influence of the attire of riders. Like many others, he is firmly opposed to the leather coats and overalls so generally affected.

"I tell you, the appearance of the men who use motorcycles has more influence on the business than most people imagine," he says. "It is a positive misfortune that so many riders are careless of their appearance. It creates a bad impression. There should be not only a general sprucing up, but some uniformity of dress. The clubs that are organized and that may be organized will help themselves by adopting uniforms of some sort. There is nothing more pleasing or impressive than a body of uniformed men, or at least of men uniformly costumed. It is a big factor for good in any movement."

Mr. Metz even urges that the Federation of American Motorcyclists take up the subject and adopt an official cloth and cut of uniform—a suggestion that is not without merit.

First Double Century of Year.

The first century of the year on the Pacific Coast, and the first double century of 1904, were ridden by Harry H. Wheeler, of Pomona, Cal. In other years Wheeler has scored the first century of the new year, but this time the New York boys, Harry Hall and Charles Shoenart, of the Century Road Club of America, got ahead of him. The roads about Pomona were in vile condition at the dawn of the year, and Wheeler's time was poor.

Wheeler scored the first double century, however. He started from Pomona at one minute after midnight, and rode to Pasadena and back, his cyclometer showing 202 miles. Owing to the bad going he did not finish the century until 12:35 p. m. Hall and Shoenart rode their century in Brooklyn, starting at midnight. Hall finished in 9 hours 5 minutes, and Shoenart in 12 hours.

Hedstrom and Curtiss to Meet.

Oscar Hedstrom, G. H. Curtis and W. W. Austin are the only entries in the motorcycle events that form part of the automobile carnival on the Ormond (Fla.) beach next week. It is probable, however, that post entries will be accepted and the number be considerably augmented. Both Hedstrom and Curtiss will use two-cylinder machines.

Nuremberg's Big Cycling Population.

Nearly 10 per cent of the population of Nuremberg, one of the imperial free cities in Bavaria, are owners of bicycles. The population is 260,000, and the owners of bicycles number 25,100.

WHO HAS AN OIL CAN?

Question That If Asked Nowadays Rarely Brings Affirmative Reply—The Evil of It.

"You may start out without tools, and if anything goes wrong there is some hope of being able to borrow a wrench or a pump from a rider you may chance to meet," said an old-timer who still rides regularly. "But try to borrow an oil can and see where you land."

"I don't suppose one rider in a hundred makes it a practice to carry an oil can. I never do, and that is why I am complaining now. Got out on a lonely road the other day and had one of my pedals stick. It was my own fault, for they haven't been oiled for at least a year, and I noticed a couple of weeks ago that one of them was disinclined to go around. But I put off giving it a few drops of oil, and it finally stuck. I stopped about half a dozen riders who came along, but of course none of them had any oil. They looked at me in astonishment when I asked them. I finally had to go to a nearby farmhouse and ask the good wife for her can of sewing machine oil. That fixed the pedal, and I rode along rejoicing."

"We are so used to having a little oil go a long way nowadays that we seldom think of carrying it with us. Bearings are so constructed that two or three oilings a season will carry a machine through. We get to abusing a good thing, too. As I said, my pedals haven't been oiled since spring, and it's too much to ask them to stand that kind of treatment."

Fighting the St. Louis Tax.

One of the first matters taken up by the newly organized St. Louis Motorcycle Club is that of securing a reduction of the license fee required upon motorcycles, bicycles and similar machines. Under the existing city ordinance these are classed with automobiles and a license fee of \$10 is exacted. The club submitted to the Municipal Assembly on January 12 a bill placing them in a class apart from automobiles, and making the fee \$2. It is claimed that the \$10 fee is entirely disproportionate to the cost or value of these machines, as compared with even the least costly automobiles, and that, as the majority of riders are workmen, the tax is almost prohibitive.

Collett Hurt at Bowling.

George H. Collett met with an accident while bowling in a match game at New Haven, Conn., on Jan. 19, which may possibly render him incapable of ever doing any fast riding on the bicycle hereafter. He slipped while delivering a ball, and the strain broke a tendon in his leg. The aid of a specialist was secured as soon as possible, but the surgeon pronounced the injury a very serious one. Collett contemplated a trip abroad next fall.

Browsers' Officers and Prizes Named.

The Brower Wheelmen, of this city, have elected the following officers for the ensuing year: President, Peter Wollenschlager; vice-president, C. W. Crawford; recording secretary, C. Richardson; corresponding secretary, W. Snyder; treasurer, Harry Brower; captain, E. (King) Fanning; first lieutenant, W. Crawford; second lieutenant, I. Van Mellon; bugler, Fred Blackshaw; color bearers, A. Bleier and W. Brower.

The members tendered a reception to the new officers after the meeting, and presented the president with a gold watch. There are several club prizes to be offered to members during the coming year, viz., to the member riding the fastest 100 miles, the one making the most centuries, the one attending the most club runs, to the one winning the most prizes in open road races, and to the one making the most meritorious ride to exceed seventy-five miles.

Two consolation prizes are offered, one to the man entering the most races and finishing outside of the prizes, and to the man finishing last the most times. Also a prize to the man having the most serious mishap to his wheel.

This club was organized last summer, with a membership limited to fifty, which is now completed.

St. Louis Fair Programme Approved.

The National Cycling Association has officially approved of the Olympic bicycle races that are to be held in conjunction with the Olympic games in St. Louis beginning August 1 and extending over a period of six days. Colonel Albert A. Pope will present to each of the winners a silver cup. The amateur races for the national championship are a quarter mile, one-third mile, one-half mile, one mile, five miles, two miles, middle-distance championship, twenty-five miles, unpaced; middle-distance championship, ten miles; half-mile handicap, one-mile handicap, five miles, one mile novice race. Gold, silver and bronze medals will be given to the first, second and third in each race. For the professionals there are the World's Fair championship, one mile, purse \$200; World's Fair middle-distance championship, one hour, \$500; twenty-five mile national championship, \$200; grand circuit championship, one-half mile, \$150; Louisiana Purchase handicap, two miles, \$150; one-mile handicap, \$100; half-mile handicap, \$100; motor bicycle championship of America, \$100. Entries close with James E. Sullivan, St. Louis, on July 1.

Warfield Elected Century's President.

The tenth annual election of officers of the Century Wheelmen of New York, held at the clubhouse, Nos. 444-446 Amsterdam avenue, on January 19, resulted in the choice of the following: President, E. Willis Warfield; vice-president, William H. Hale; financial secretary, Waite H. Gorton; recording secretary, William E. Parker; corresponding secretary, Robert R. Kallman; treasurer, Willis

E. Frost; captain, William H. Mackay (the captain chooses his assisting officers, first and second lieutenants, color bearer, bugler and surgeon); board of directors, William H. Klinker (to serve two years), Joseph P. Walsh (two years), Walter Eveleth (one year), Thomas F. Shanahan (one year), Lester W. Palmer (two years), William H. Nolan (one year), Albert Schwebke (two years), Ivan A. Jones (one year).

To Race in Florida.

Big Jim Richards will start for Florida on Monday, accompanied by his charges, Root and Dorlon and also Eddie Bald. They go to participate in the winter tournament of racing to be promoted at Jacksonville by Tom Eck. Eddie Bald is fat, but thinks he can quickly get into shape to do as well as he did in Europe last year when he astonished every one by beating the champions of Europe. Eddie seems determined not to become wholly a back number in the game. Negotiations are pending by which Bald, with W. H. Pickens as manager will become the driver of the Ford "999" automobile racer and compete against "Kid" McCoy, the latter using the twin car of the "999."

Yales of Baltimore Elect Officers.

Officers for the ensuing six months were elected as follows by the Yale Wheelmen, of Baltimore, on Jan. 16: President, Edward Fisher; vice-president, R. L. French; treasurer, Henry Jaeger; financial secretary, Charles Krause; recording secretary, C. Lucas; sergeant-at-arms, J. O'Neill; captain, William G. French; first lieutenant, William Wahlhaupper; second lieutenant, John Swartz; board of governors, Robert L. French (chairman), C. Bowers, William French, S. Hall, H. Jaeger, J. O'Neill, Charles Smith, C. Krause, D. Henderson and Elmer Grauer; house committee, C. Bowers (chairman), S. Hall, William G. French, Lester Forney and J. L. Carroll.

Turn Verein Postpones Selection of Captain.

The National Turn Verein Wheelmen, of Newark, N. J., elected the following officers on January 14: President, Gus Wester, jr.; vice-president, William Selzer; secretary, Fred Gahn; treasurer, Frank Shipman; sergeant-at-arms, Frank Fuerst. The election of captain was deferred until the next monthly meeting.

It was reported that the century run competition of last year was won by William Selzer, with ten runs to his credit. Charles Deitz, Lewis Hess and Fred Caesar were tied for second and third place. The organization anticipates a lively interest for the next season.

For Ramsey County Sidepaths.

The Side Path Commissioners of Ramsey County, Minn., have decided to order 6,000 tags for the coming season, which number they estimate will meet the demand.

Sunsets Prepare for 1604.

At its annual election, the Sunset Wheelmen, of 507 East 141st Street, The Bronx, elected the following officers for the succeeding year: President, Simeon Raymond, jr.; vice-president, H. C. Cook; recording secretary, Alex Post; financial secretary, Charles E. Milkowait; corresponding secretary, Mark L. Seide; treasurer, Harry P. Eilert; sergeant-at-arms, Fred Zapke; captain, Alex Post; first lieutenant, Edward Zapke; second lieutenant, Charles E. Milkowait; first sergeant, Charles Tonjes; second sergeant, H. C. Cook; first color bearer, Fred Zapke, second color bearer, K. Holzhauer; surgeon, Dr. S. Raymond, jr. The board of directors include the executive officers, also the following: William Caldwell, Walter Watts, A. Kelly, F. Gunther, C. Tonjes, K. Holzhauer and Joseph Yager. Following the election gold, silver and bronze medals were presented to three members participating in the most club runs. The winners of the above were: First, Alex. Post; second, Edward Zapke, and third, George Merchauser. It was also decided to award prizes to members for the ensuing year for the most club runs—three prizes for the most points in road races, three prizes for the most points on track races, and for the most centuries, two prizes; prizes to be awarded at the end of the year, when all points will be added from all competitions and respective winners will be announced.

Penn Wheelmen's Annual Election

The Penn Wheelmen, of Reading, Pa., held their annual election of officers on January 14, with the following result: President, Bohlke Luerksen; vice-president, Miller M. Deem; treasurer, Ray Helms; financial secretary, Ed. A. Edelman; recording secretary, John B. Bowers; captain, R. C. Potteiger; first lieutenant, Ed. Mark; second lieutenant, Ed. Scull, jr.; bugler, Stanley Bellemere; color bearer, J. H. Snyder; board of directors, William G. Rees, A. J. Geiger, Webb Fox, Frank Ermentrout, O. Wolf.

North End Choose New Officers.

New officers were installed by the North End Wheelmen, of Albany, N. Y., on January 11, as follows: President, P. H. McDonald; vice-president, William J. Burke; recording secretary, Joseph A. Cunningham; financial secretary, Philip Marhoefer; treasurer, Joseph P. Hogan; board of directors, William V. Cooke, Edward Dillon, William Skinkle, John W. Viggers and Edward Van Cott.

Booz in Highest Office.

Officers for 1904 have been elected by the Lincoln Cycling Club, of Chicago, as follows: President, J. T. Booz; vice-president, G. W. Cooper; secretary, D. B. Feist; treasurer, J. E. Hartwell; librarian, C. A. Curry. Directors—Charles W. Gregory, Charles F. McKinley, John M. Miller, E. A. Price, jr., F. D. Wallace and John Wilkinson, jr.

CYCLING IN INDIA

Odd Features of the Pastime and Business—
Roads are all Right.

That there is a considerable future for the bicycle in India cannot be doubted. Not only does the exiled foreigner ardently cycle, but almost every Eurasian (half-caste) who can afford a wheel invests in one. And, most important of all, the natives are not only taking kindly to the innovation, but many of them are confirmed adherents to the sport. In fact, the wealthy Rajah, Zemindar (land owner) or merchant looks upon the possession of a bicycle as almost a necessity. The well-to-do Aryan purchases any expensive article as much for the look of the thing as for any other reason. Thus a musical box of high grade mechanism, a chandelier, a perambulator de luxe or a bicycle of good workmanship are sure to be found among his possessions, says a contributor to Cycling.

In the days of the high bicycle it was not particularly popular in the East. But with the coming of the safety machine, and its subsequent reduction in price, Anglo-Indians "on leave" to England brought back with them cycles of various types. Later on, manufacturers made a point of stocking their makes in India. Agents were appointed in Bombay, Calcutta Madras, Lahore, Kurachee, Allahabad, Lucknow and elsewhere, with fair business results. And as the natives took to bicycling, many cheap lines were shipped, for the ordinary Mahometan or Hindu is singularly averse to spending money. It is only the rich Indians who will possess themselves of a high grade bicycle.

Though there is a good market, there are one or two difficulties in the way. In the first place, the European firms in India are more or less apathetic. Consequently, to intrust an agency to the Anglo-Indian shopman does not necessarily mean that orders will pour in. As to the Eurasian establishments, they are practically useless, since the managers and assistants thereof are more or less devoid of business intelligence, and have, moreover, no notion how to push sales. The native emporia are unlikely to be of any assistance to the exporter, since they, like the half-caste shops, are owned and run by a people which is noted for its non-progressive policy. Perhaps, on the whole, the Parsee commercial element is the most satisfactory one with which to deal. The Parsee is alert, keen, far seeing and businesslike. It may be added that, as a race, the Parsees are ardent cyclists, their wives and daughters also being wheelwomen.

Practically the bicycle is becoming more popular every day with the native. School-boys hire it on holidays, servants ride it on fete days, "baboo" (clerks) go to and from their offices on it, and, should a wealthy black

potentate learn that the Viceroy takes exercise on a bicycle, he will at once order one, and will even go the length of having one specially made for him. The Aryan of moderate means—such as the doctor, barrister, mill manager, and so forth—buys in the cheapest market; and with this object in view he makes a point of visiting the numerous general auctions which take place from time to time. At these auctions bicycles often fetch ridiculously low prices. Only lately a highest grade machine, in an excellent state of repair, went for £6.

Among the white men in Hindustan using the bicycle are the officers of various regiments, the missionary community, the judges, the clergy, the medical profession and business men. Brokers may be seen going to the offices and residences of their clients mounted on bicycles. Of an evening the soldier takes the air in a similar man-

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ner. And in regard to the above it would perhaps be worth the while of a firm of manufacturers to make and ship to India a strong and cheap line of bicycles. For in Rawalpindi, Peshawur, Meerut, Secunderabad, Bangalore, Mhow, Lucknow, Sialkote and other large military stations there would probably be a strong demand for a grade of this description. In fact, it is possible that an extensive business might be done by opening depots at the places named. For many a soldier would be glad to spend the equivalent of his "shilling a day" in hiring a bicycle of an evening. His amusements are practically nil, theatrical performances seldom taking place, and music halls are non-existent. Consequently his leisure is spent in sleeping, in drinking beer and in bicycling. And could the British soldier hire a wheel at a low rate it is very possible that but few bicycles for hire would remain idle. It should be pointed out that the soldier cannot, as a rule, afford to purchase a bicycle outright. For, unlike mess sergeants,

canteen sergeants, quartermaster sergeants and others who are befriended by the tradesmen, Tommy Atkins has only his pay to look to. In Rawalpindi there are, during the winter months, some 5,000 English troops, while in Meerut, Lucknow, Secunderabad and Sialkote there are about 2,000, 3,000, 3,000 and 2,000, respectively.

Numbers of Anglo-Indians are in the habit of ordering their bicycles from England. They have an idea that any article purchased at the European shops of Calcutta and other large Eastern towns must necessarily be of bad quality. That the goods are manufactured in and shipped from Europe they have not the sense to see. Thus the expatriated Briton requiring a certain class of bicycle will send to England for it, though the identical make will cost him, if purchased at a Bombay dealer's, precisely the same price, minus freight. There is, however, no more stupid person than the average exile. It should be borne in mind that though "home importation" has its followers, almost every white man in India is keen on spending as little money as possible. And to that end, and if persuaded in a convincing manner, the most unwise and stubborn of them will buy in the cheapest market.

Although in London cycling has in "smart" circles somewhat lost its vogue, in Anglo-Indian society it is not only exceedingly popular, but it is likely to remain so for a long time to come. The merchant can, on a hot day, reach his office on his bicycle without becoming unduly warm. The police officer who is obliged to visit the scene of some far distant burglary can arrive there far more quickly by bicycle than by driving. In districts where the railway is unknown the bicycle is of the greatest use to the missionary element; and the English lady who is too nervous to ride a horse finds the cycle suits her admirably as a medium for exercise. In India those who wish to avoid the development of liver complaint are forced to exert themselves in some way or other. This is perhaps one of the reasons that bicycling is so extensively patronized in England's Eastern possession.

The roads of India are well adapted for cycling. Although rather flat, they are invariably kept in excellent condition, and nothing can exceed their smoothness. Moreover, the traffic is so slight—even in Calcutta and other important towns—that the cyclist hardly ever has need to dismount.

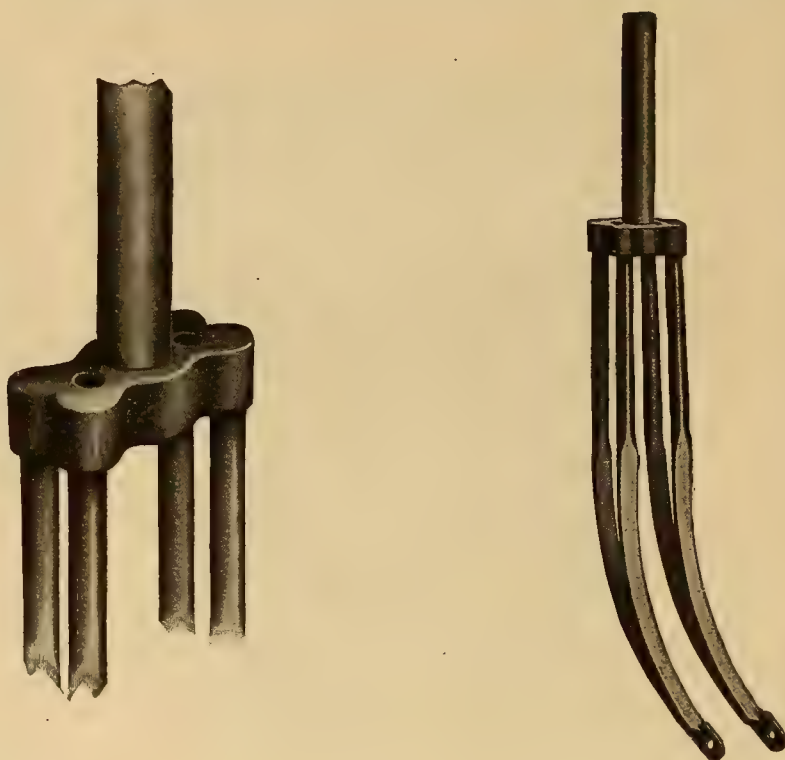
In conclusion it may be observed that each successive year sees more natives taking kindly to the wheel. And since the English exiles and the Eurasian aborigines are likely to remain ardent cyclists, there is no reason why the export trade should not be increased. But manufacturers must bear in mind that the average Anglo-Indian requires a cheap machine, and that bicycles intended to be hired out to soldiers must not only be inexpensive, but exceedingly strong. For to intrust to the tender mercies of the warrior-beginner a machine which is of delicate construction would be a fatal proceeding.

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AUSTRALIAN RACING

How Lawson and McFarland Rode in the Austral—"Mac" Wins "Blue Ribbon."

Unless a modern banked track of boards or cement is built by the promoters of the Austral Wheel Race, that time honored function is likely to pass into a speedy decline. The 1903 Austral, the winning of which by Scheps, a long mark man, was recorded in last week's issue, had been robbed of all its interest when it came to the running of the finals. A perfect day, a dry track, an immense gathering of spectators (the figures given being from 18,000 to 20,000), the presence of the Lieutenant Governor of the colony—all went for naught. The racing was dull and uninteresting, the heats being run in monotonous succession and utterly devoid of excitement.

The cause of this semi-fiasco was the absence of the Americans and the wholesale falls which had accompanied the running of the preliminary heats a week earlier. On this occasion the grass track was dripping wet, and any attempt to make speed on the corners resulted in a fall. Lawson had a fall in the mile scratch race, and he refused to start in his heat of the Austral. McFarland broke a saddle in his heat, and in the ten-mile international, when sprinting to victory, slipped and was put hors de combat by a nasty fall. All through the heats the contestants rolled over like nine-pins, and the racing became farcical. The places went to the men who jogged along most carefully and were fortunate enough to keep out of the wholesale smashes which were constantly occurring.

The Austral Wheel Race, a two-mile handicap, with a purse of \$2,750, of which \$2,250 went to the winner, was scheduled to be run at Melbourne on the Saturdays of November 31 and December 6 and 13. Rain on the first mentioned date caused a postponement until the following Saturday, when the heats and semi-finals were run. The final was reserved for December 13, and was won by F. H. Scheps, 160 yards handicap, with V. Hawker, 300 yards, second, and L. O. Meyer, 320 yards, third. The time was 4 minutes 27 seconds.

The starters numbered a little less than two hundred, and were divided into twelve heats of about fifteen men each, three to qualify. Two extra heats were then run, one for the second and one for the third men in the preceding heats. The winners of these extra heats qualified for the final, making fourteen qualifiers for the latter, all of whom started a week later.

Some 12,000 people attended the meeting of December 6, the day being fine, although a heavy rain the night before left the four-lap flat grass track wet and slippery. A strong wind blew from the southwest and hampered the riders considerably. Hardy Downing was a starter in the first heat, with 20

yards handicap. He was seen to be in trouble from the start, and after riding a lap retired, stating that his sprocket wheel had worked loose. The heat was won by W. Guerin, 260 yards, in 4:43 1-5. The second heat went to Scheps, the subsequent winner of the race, from the 160-yard mark, his time being 4:44. Heat No. 3 went to the back markers, E. A. P. (20 yards) winning, with a 40-yard man second; time, 4:42 3-5. "Plugger Bill" Martin was a starter in this heat, making his first appearance since becoming a Benedict. He was on 30 yards and set a lively pace for a lap, but the effort was too much and he dropped out. L. R. Scharp (230 yards) captured the fourth heat, with V. Hawker, the winner of second place in the final, second. Scharp's time was 4:35 1-5. The fifth heat fell to A. G. Flack (200 yards) in 4:44.

The sixth heat had McFarland for a starter, he being placed on scratch. He received a hearty welcome, and when he caught the 50, 70 and 90 yard men in two laps he was tumultuously cheered. It was plainly seen, however, that he was taking great chances on the slippery track, as he had several narrow escapes from falling. His wheel slipped several times, and McFarland saved himself only by skilful efforts. At the bell McFarland was among the leaders, but was unable to get better than third place, B. P. Kett (120 yards) winning, and N. McDonald (190 yards) passing McFarland, who was spent by his efforts, in the last few yards. The time was 4:44.

A 20-yard man, A. C. Forbes, won the seventh heat, in 4:44 3-5. In the eighth heat the long markers had their innings again, R. W. Morgan (210 yards) winning, his time being 4:38. Don J. Walker, the Australian champion, starting from scratch, won the ninth heat in fine style, although he narrowly escaped being nipped at the tape by Rolfe (100 yards). His time was 4:35 1-5.

The tenth heat, the fastest of all, was Lawson's, but the American had been brought down in one race, and he refused to start, saying the track could not be ridden at speed. The winner proved to be M. Randup (80 yards), whose time was 4:25 1-5. D. M. Finlayson (230 yards) won the eleventh heat in 4:27 4-5, and L. O. Meyer, who won third place in the final, captured the twelfth.

The thirteenth heat brought together the men who finished second in the twelve heats previously run. It was won by Hawker (300 yards) in 4:32 1-5. McFarland was a starter in the fourteenth heat, composed of the third place winners in the previous heats. His saddle went wrong in the second lap, however, and he retired. J. O'Conner (290 yards) proved the winner; time, 4:31 1-5.

As stated, all the qualifying men, fourteen in number, started in the final. The men were lined up, their photographs taken, and then sent off amid intense excitement. The back markers fought hard for a little more than a mile; then, seeing that they could not get up in front, quit.

Guerin was then heading the front divi-

sion, and with two to go the middle division caught up to the front markers, and the order was O'Conner, Hawker, Meyer, Guerin, Finlayson, Flack and Scheps. Entering the turn for the last lap Flack dashed to the front, with Scheps, Scharp, Meyer and O'Conner. Near the scoring board Scheps had got clear of his men, and, amid a storm of cheering, drew away. Hawker and Meyer, followed by Scharp and O'Conner, were riding steadily, when Scharp fell with a crash, bringing down O'Conner, whose front wheel was smashed to smithereens. But the fall of the hot favorite disturbed not the crowd. For them the finish alone sufficed. As fresh as a lark the young South Australian lad pedalled over the line thirty yards at least ahead of Hawker, who in turn was five lengths in front of Meyer. Had the fall not occurred the verdict would have been unchanged, for the winning three had the race in hand. Time, 4:27.

At the termination of the race Scheps was escorted to His Excellency the Lieutenant Governor, Sir John Madder, who had keenly watched the progress of the race throughout from his seat in the arena. His Excellency smilingly congratulated the winner, and after three cheers had been given he pedalled a lap of honor, receiving the hearty plaudits of the throng.

Scheps, the winner, was born in Adelaide, and is nearly twenty-one years of age. He won his first race in his native city a little over two years ago, and last season was conspicuously successful in New South Wales, where he accounted for the Sydney Wheel Race and several half-mile events. Last season he won \$800 in prizes. He used an 88-inch gear.

In connection with the meet of December 6 a one-mile international scratch and a ten-mile international scratch were run, the first being won by McFarland, while a nasty fall robbed him of the second. Lawson was caught in one of the many falls in the mile, and, while uninjured, refused to ride again.

Six men started in the one-mile race. The pace was easy at the start until Gordon shot out with Mutton, the American falling to the tail of the procession. Chalmers challenged Gordon, but was staved off. At the bell Mutton, Walker and McFarland was the order, but the latter came fast on the outside. Walker hung on to his rival and rode magnificently. In rounding the last turn McFarland, who was obviously at sea on the slippery turf, went to the front, but Walker on the inside showed even better speed. About twenty yards from the line "big Mac" slipped, and drove Walker on to the grass, spoiling what seemed to be the latter's certain chance of winning. Time, 2:20 2-5.

At the conclusion of the race Lady McEacharn decorated McFarland with the blue ribbon, and the fortunate possessor was greeted with hearty cheers as he pedalled his "lap of honor."

There were 21 starters in the 10-mile race, including the pick of the Australian riders.

For 38 laps the file proceeded around the

FRANK APPRECIATION

Melbourne Correspondent Tells of Superiority of the American Riders Now There.

Melbourne, Nov. 30.—The contingent of racing men from the United States—Floyd MacFarland, Iver Lawson and Hardy Downing—have created quite a sensation here by their splendid racing. That of MacFarland, as a handicap rider, and which we can best appreciate, is being especially well praised. They have competed in Sydney and Melbourne with success, and have established themselves as favorites with the sportgoing public.

Since the appearance here of "Major" Taylor, MacFarland and company our men have been made to look almost second raters, the visitors outpacing them invariably. As a matter of fact, there are several of our men, perhaps eight or ten, who are much on a par, no one rider standing out above the other. They appear to reach a certain degree of perfection and then stop. This, to my mind, is due to the style and class of racing here, which, as you may be aware, is principally handicaps. The major portion of the prize money, amounting to, say, \$30,000 annually (in Victoria), is devoted to handicap events, the Austral being the richest prize; this year, as in 1902, there have been \$2,750 allotted for prizes, of which \$2,250 is for the first place. Promoters of race meetings here have the idea that it is the big prize that will draw the gate, and perhaps they were correct at one period, but only up to a certain point.

Big prizes, particularly in handicaps, have done more than induce the public to attend, for instead of benefiting the sport as a sport—producing true racing—they have tended to demoralize the men, who do their utmost, even to waiting for years to get out onto a long mark, not only that they may make more certain of winning it, but by backing themselves weeks, perhaps months, before and secure long odds, thus receiving practically a double prize—if they win. These tactics are much too common; it is the result of giving such a big prize for a handicap.

The biggest prize given for a scratch competitor is \$800. The contest for this is rather a series of heats and finals of one, two and three miles, with a final of five miles for those riders who have qualified (by points) in the shorter distances. Thus the actual winner is required to race seventeen miles, and the utmost he can net (if he wins the finals of the one, two and three miles) is \$675. A contest of this description has frequently resulted in a number of men pooling the stakes, one being taken in each heat and final to win, and so get the whole clique into the grand final.

The quality and style of the visitors' racing are very different from those of the local men. MacFarland and Lawson have evidently raced in good company, and the sys-

tem of racing has been such, I take it, as to develop all their speed capabilities. It has been to their advantage to become as proficient as possible; they have no motive for doing otherwise. Whether they will be successful in the Austral remains to be seen. They will, of course, have to combat combinations of the local men. There is one potent factor which has worked against our men, even if they desired to become world's champions. In Victoria, where by far the bulk of the Australian racing is done, there is not an up-to-date track, Melbourne being woefully deficient in this respect. We cannot get 1.40 miles on a track that will carry only 1.50 miles. Moreover, the surface is rough. A fast track will make fast men faster.

Taylor Begins to Score.

"Major" Taylor signalized his appearance in Australia by winning his heat in a spectacular mile handicap from 15 yards behind scratch, in the presence of 30,000 spectators. This was at Sydney, New South Wales, on New Year's Day, and the time was 2:02. Ten men were passed in the last 200 yards.

European Cracks Visit South America.

Argentina is to have its racing season made interesting by the presence of foreign riders. Mathieu, Eros, Broka, Collomb, Lorrain, and several other Continental racing men have arrived at Buenos Ayres, where they will race until the summer of that cosmopolitan city comes to an end.

Motorcyclists Registered in England.

The number of motor cycles registered in England under the new Motor Car Act was 3,008 up to January 6. This is about 26.1-3 per cent of the entire registration under the act to that date, the total number of motor cars and motor cycles registered being 11,418.

Amateur Question Stirs New Zealand.

The amateur question is agitating New Zealand wheelmen. The Pioneer Bicycle Club has withdrawn from the New Zealand League of Wheelmen, with the intention of founding a body for the control of purely amateur cycling in the colony.

Austria's Motorzweiradfahrer.

Austrian motorcyclists have organized a national association. It is doomed to stagger under the title "Verband der Motorzweiradfahrer fuer Oesterreich."

Weather in Paris Hurts Racing.

The weather in Paris has been too cold for even indoor racing. A meeting arranged for a recent evening was postponed a week in the hope of better weather.

Walter Bardgett sails for Europe next Thursday to fulfil his racing contracts there.

A humorist has arisen to remark that he prefers the motorcycle to the pedicycle because there is more spirit in it!

What May H Ip Cycling in Cleveland.

A Cleveland tradesman who was in New York a few days since let fall the opinion that the recent adoption of the three-cent carfare in that city will prove of distinct benefit to the cycling interests. Previous to the enactment of the three-cent law it was the practice of the street railway companies to issue free "transfers" to the various cross and connecting lines; this system will now be abolished, and the cheaper fare apply only to continuous passage. As a result many persons—working people in particular—living in outlying sections of the city that can be reached only by transferring from one car to another will be obliged to pay double or treble fares. The tradesman in question believes that this will induce many of those affected to again make use of bicycles in going to and from work.

There's no longer an excuse for the man who wants one, but who "can't afford a motor bicycle."

THE MOTORCYCLE MAGAZINE

has made it possible for any man possessed of a few pounds of energy to obtain

A Motor Bicycle Free

If a proposition of the sort interests YOU, send your name and address to

THE MOTORCYCLE MAGAZINE
154 Nassau Street, ✱ New York

Where the Rubber Comes From.

Some figures have been published purporting to show the total production of rubber in different parts of the world, and according to these the production in the two years from 1900 to 1902 decreased by some 3,500 tons—that is to say, whereas the total output in 1900 was 57,500 tons, that in 1902 was only 54,000 tons.

It is very instructive to examine the figures given for the different countries. The two main sources of supply are Brazil, Peru and Bolivia, and East and West Africa and the Congo country. From the first group the total supply in 1900 was 25,000 tons, and from the second 24,000 tons, but whereas in the former case the production has increased, it has appreciably decreased in the case of the latter. Thus, Brazil, Peru and Bolivia, contributed 30,000 tons to the world's supply in 1902 as against 20,000 tons for East and West Africa and the Congo country. A small supply is now being had from the Straits Settlements, but in 1902 the output was only 1,000 tons.

In every other case the production shows a decrease. The various States of South America gave 3,500 tons in 1900 and 1,000 tons in 1902, Central America and Mexico gave 2,500 tons and 2,000 tons respectively, Java, Borneo, etc., 1,000 tons in 1900 and nothing in 1902, and similarly the supplies from Madagascar and Mauritius, and India, Burma, and Ceylon have ceased altogether. Thus, of the total supply of 54,000 tons in 1902, as much as 50,000 tons came from Brazil, Peru, and Bolivia, and East and West Africa and the Congo country, which remain the world's chief sources of supply.

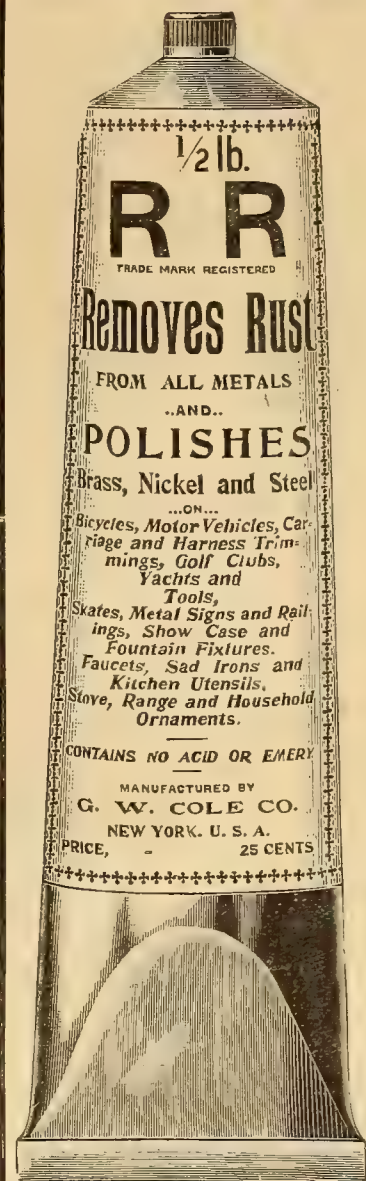
Oil Hardening of Parts.

In cases where a great many parts exactly alike have to be dealt with, there is no question as to the superiority of the oil-hardening method, as an exactly equal treatment can be insured without risking anything to the personal equation which comes in when hardening by color is adopted. It is almost impossible for a man to judge exactly every time the same heat color, as this varies according to the different times of the day and the state of the atmosphere. One could hardly imagine a man doing good color hardening work in brilliant sunshine. A subdued light is generally chosen by the experienced smith when doing delicate color hardening work. The advantage of the oil-hardening process is that whole batches of work can be heated to a known temperature, as indicated by a pyrometer, and dumped altogether into the oil vessel at exactly the same temperature, which will insure, if the steel is of uniform quality, the same degree of hardness for every piece.

"The A. B. C. of Electricity" will aid you in understanding many things about motor bicycles that may now seem hard of understanding. Price 50 cents. The Goodman Co., 154 Nassau street, New York, ***

How Russia Hampers Exporters.

Exporters of goods to Russia should make a note of the following regulation regarding foreign goods. The government railways are not obliged to return undelivered parcels to foreign senders, and they never take the trouble to do so. The consignment remains a certain time at the station, and in case nobody comes to claim the goods they are sold and the proceeds go toward paying the freightage and storing expenses. It is always best to consign the goods to a carrier's firm, who can be made responsible for the delivery or return. Should the consignee refuse the acceptance the carrier would at once communicate with the sender. The railway officers need not do that.



No. 7.

IT SAVES LABOR.

The polished surface will not soon corrode, rust or tarnish. R. R. is invaluable for cleaning old wheels. It does not injure nicked or polished surfaces.

SEND FOR CATALOG No. 10.

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Makers of the famous

3 in One

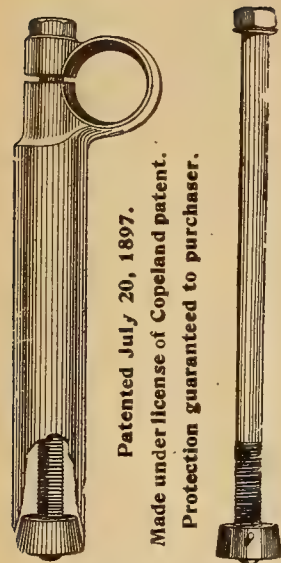
145 Broadway, . . . New York.
ALL JOBBERS HANDLE THEM.



Reduced Cut.
No 8

R. R.
unlike other
Metal
Polishes
contains no
Acid or Emery.

THE ONLY RUST
REMOVER ON
THE MARKET.



"Ideal" Handle Bars

For the Season of 1904



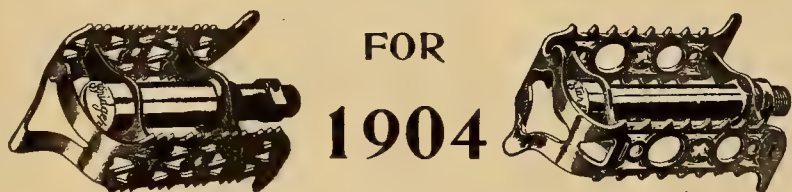
will all be made of seamless tube and stems and extensions out of one-piece drop forgings. We are making a specialty of bars for Motor Cycles. All genuine "Ideal" Bar tops and stems are stamped "Ideal." Write for prices and electros.

IDEAL PLATING CO.,

No. 3 Appleton Street, - Boston, Mass.

We do Nickel Plating and Metal Polishing
in all its Branches.

B.G.I. PEDALS



NOW READY

These famous Pedals have surely worked their way to the front. What has overcome all competition? B. G. I. QUALITY which is better than ever in 1904.

HIGH GRADE BICYCLES REQUIRE HIGH GRADE EQUIPMENT

Every Maker, Jobber, Dealer and rider knows that B. G. I. PEDALS are Standard. Use them and avoid explanations.

THE BRIDGEPORT GUN IMPLEMENT CO.
313-317 BROADWAY, NEW YORK CITY



WE MAKE
HIGH GRADE BICYCLES
that have stood the test.

**The FOWLER,
The MANSON,
The SHERMAN.**

They are known the world over and have always given satisfaction. We make three grades of unequalled superiority and speed qualities. NEW MODELS FOR 1904.

Write us for Catalogue and an Agency.

Special prices quoted to dealers on standard Bicycle Supplies, Tires, Coaster Brakes, etc.

FOWLER-MANSON-SHERMAN CYCLE MFG. CO.
241-249 South Jefferson Street, CHICAGO, ILL.

THE Persons Saddle



ON THE
EAGLE BICYCLE

is one of the features that should appeal not less to the dealer than to the rider. A quality saddle—and a comfortable one—on a quality bicycle is a good selling argument.

EAGLE BICYCLE MFG. CO.,
TORRINGTON, CONN.

"The A.B.C. of Electricity"

will help you understand many things about motors which may now seem hard of understanding.

108 Pages. 50 Cents Per Copy.

THE GOODMAN COMPANY,
34 TRIBUNE BUILDING, NEW YORK.

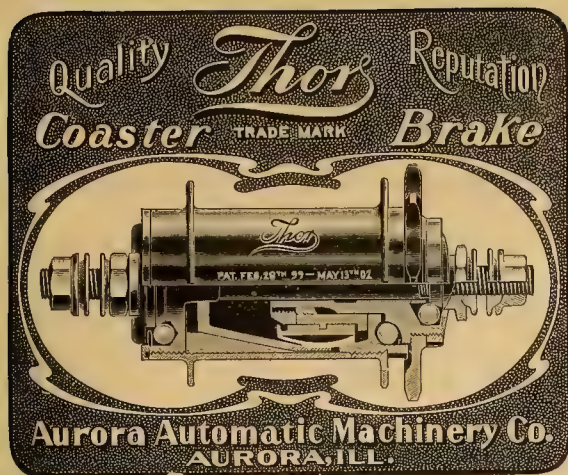
IF IT'S A...



**MOSSBERG BELL
OR A
MOSSBERG WRENCH**

You may be sure it is the right article at the right price—one that pays the dealer a profit and gives satisfaction to the user. If you're not posted on our line, drop us a line.

Frank Mossberg Co., Attleboro, Mass.



Thor Coaster Brake

will be a part of the equipment on many of the finest wheels manufactured and sold in 1904.

Do not allow yourself to be deceived. Insist on having

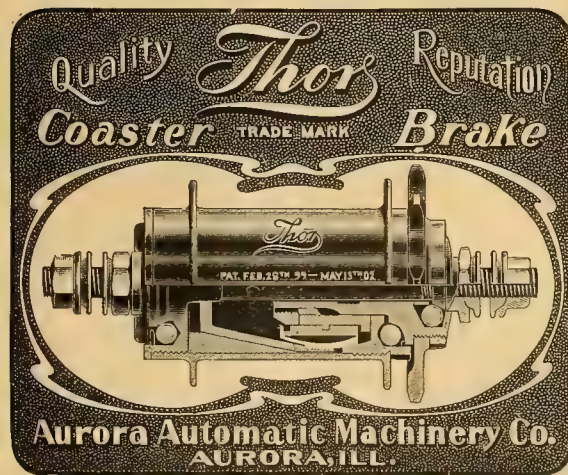
THE VERY BEST

It does not cost any more and insures satisfaction.

THOR COASTER BRAKES

are manufactured in

THE FINEST EQUIPPED
PLANT IN THE WORLD



San Francisco Strikes at Motorcycles.

An ordinance has been submitted to the San Francisco Board of Park Commissioners which provides that "no horseless carriage, motor wagon or automobile or motor bicycle shall enter or go upon any avenue, driveway or part of any park or square in the city and county of San Francisco," except the driveway in Golden Gate Park known as the South Drive, the central or overlook drive in the same park, and a portion of the Ocean Boulevard. Only such vehicles as are used exclusively for pleasure can take advantage of even these exceptions. Speed is restricted to six miles an hour on the boulevard and to ten miles on the park driveways. Mufflers must be used and every precaution taken to prevent unnecessary noise.

To Improve Road to Philadelphia.

It has been decided by the authorities of Middlesex and Somerset counties, New Jersey, to macadamize the highroad between Kingston and New Brunswick, a piece of road which has long been a source of trial to motorists, as even a slight summer shower has sufficed to make it almost impassable. The work of macadamizing will be completed in the spring, it is expected, and will made the completing link in an automobile course between New York City and Philadelphia.

Tourists Taxed by Weight.

In France motorcycle tourists are charged a duty of 1 franc per pound weight on machine, the money being returnable on leaving the country. Ordinary bicycles are permitted to pass free.

"The Motor, What It Is and How It Works." See "Motocycles and How to Manage Them." \$1. - The Goodman Co., Box 649, New York. ***

RIDE A

Cushion Frame

MODEL.

The Highest Grade

OF BICYCLE CONSTRUCTION AND THE MOST

Luxurious Bicycle Made

ALL DEALERS.

We wish to announce
that the

AMERICAN MOTOR COMPANY

has purchased the plant
of the

Motor Cycle Mfg. Company,

including all tools and equipment and comprising the largest and most modern equipped plant in the world for the production of motor cycles.

We are now in a position
to make

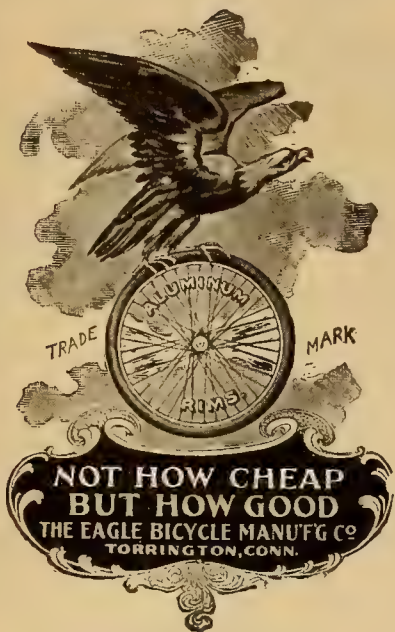
Immediate Deliveries of 1904 Marsh Motor Cycles

In the construction of the 1904 Model Marsh Motor Cycle all useless and frail intricate parts are eliminated, and only such features retained that have withstood the trying tests. The first contest of 1904 was won on a MARSH.

This is a good start. We give our agents a good start by being able to make prompt deliveries. Write for information and circulars; we are not stingy with our printed matter.

American Motor Company,
BROCKTON, MASS.

BUSINESS GETTERS.



We don't ask Agents to handle "EAGLE" BICYCLES exclusively, but we know from past experience that a few of them placed in your stock will soon be your leaders.

We have a very interesting proposition for 1904, and it will profit you to get the facts. Write us early.

THE EAGLE BICYCLE MFG. CO.
TORRINGTON, CONNECTICUT.

REGARDING

DIAMOND BICYCLE TIRES

A CUSTOMER WROTE US THE OTHER DAY:

"Will say that the DIAMOND XX gave as good satisfaction as the—(other make) which cost nearly twice as much. They are the equal of many guaranteed tires."

THIS IS SO for the reason that we do not work on the theory that because a tire is not guaranteed, anything will do.

OUR UNGUARANTEED TIRES are always the best tires in their class.

OUR GUARANTEED TIRES are always the best tires in any class.

BRANCHES

EAST
NEW YORK
15 Warren St.
NEW YORK
1717 Broadway.
BOSTON
174 Columbus Ave.
PHILADELPHIA
304-306 No. Broad St.
BUFFALO
41 Court St.
DETROIT
310 Woodward Ave.

A VERY COMPLETE LINE FOR 1904.

The Diamond Rubber Co.,
Akron, Ohio.

BRANCHES

WEST
CLEVELAND
323 Huron St.
CINCINNATI
2103 South St.
CHICAGO
167-169 Lake St.
DENVER
1665 Blake St.
SAN FRANCISCO
8 Beale St.

WESTWARD HO!

Fresh from its triumphs
at the

Madison Square Garden Show

in

NEW YORK,

The Indian



will betake itself Westward,
and from

February 6th to 13th

will locate at

SPACE 185

CHICAGO AUTO SHOW

It will give the West an opportunity to see how superlatively different is the Indian from other Motor Bicycles.

MEANWHILE

and as usual our address
remains:

HENDEE MFG. CO.

SPRINGFIELD, MASS.

How New York Roads are Improving.

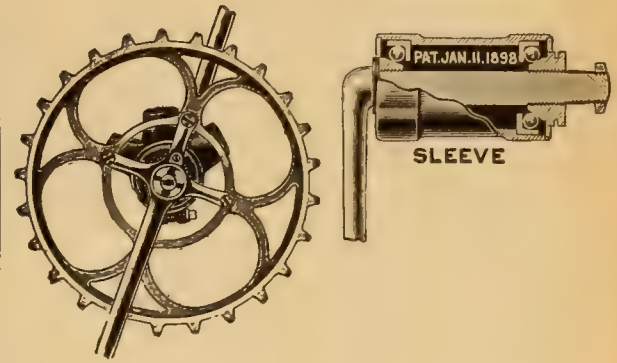
No less than 3,666 miles of improved highways have been petitioned for the various counties and townships in this State. Local taxpayers stand ready to pay one-half the cost of these roads, the total amount required being estimated at \$14,664,000. Some 500 miles of fine Macadam roads have already been constructed under the Higbie-Armstrong law, according to the provisions of which one-half of the cost is paid by the State and the other half by the county or town.

Last year \$600,000 was appropriated by the State for this purpose, but the amount is entirely inadequate. At this rate it would take twenty-five years to complete the work, and at a recent meeting of the executive committee of the Board of Supervisors' Highway Convention it was decided that a bill should be drawn and presented to the legislature at an early day appropriating \$6,000,000 as State aid for roads, the money to be available at the rate of \$2,000,000 a year.

Some idea of the status of the highway improvement in New-York State on January 1, 1904, under the State Aid law, may be gained from the following table

Counties.	Miles of road for which counties have appropriated one-half estimated cost.	Miles of road for which supervisors have petitioned.
Albany	60	145
Broome	33	144
Cattaraugus	—	10
Cayuga	—	7
Chautauqua	—	1
Chemung	22	32
Chenango	16	227
Clinton	17	91
Columbia	4	7
Cortland	3	21
Delaware	11	31
Dutchess	11	61
Erie	27	123
Essex	3	5
Fulton	17	27
Genesee	—	5
Greene	—	6
Hamilton	4	4
Herkimer	4	59
Jefferson	37	168
Lewis	—	224
Livingston	—	65
Madison	5	19
Monroe	62	244
Montgomery	32	109
Nassau	1	82
Niagara	3	7
Oneida	35	264
Onondaga	14	65
Ontario	38	55
Orange	57	338
Orleans	—	49
Oswego	7	18
Otsego	21	57
Putnam	—	34
Rensselaer	43	106
Rockland	—	28
St. Lawrence	—	10
Saratoga	2	144
Schenectady	4	16
Seneca	34	132
Steuben	—	23
Suffolk	2	3
Sullivan	—	23
Tompkins	5	7
Ulster	96	244
Warren	—	2
Washington	—	20
Westchester	18	93
Yates	4	11

"D. & J." Hangers



have stood a market test of 7 years,
and they are considered the

STANDARD HANGERS

FOR

HIGH-GRADE WHEELS.

Our business has gradually increased, due to the actual merit of our Hangers, while over 95 per cent. of our competitors "have retired."

"D. & J." HANGERS cost but a little more than "one piece" or other inferior Hangers. and they add very much to the actual value and selling qualities of a wheel.

Any manufacturer can supply wheels equipped with "D. & J." HANGERS. If he should object, advise us, and we will refer you to others who will appreciate your business.

The Hanger is the heart of the wheel and the Bearings the essential part of the Hanger. "D. & J." HANGERS are mechanically correct, all bearings being within a Sleeve and independent of the frame. (See cut.) This every mechanic will appreciate at a glance, and a thorough trial will convince any Manufacturer, Agent or Rider.

"D. & J." HANGERS
Mean Satisfied Customers.

Satisfied Customers bring
Repeat Orders.

Repeat Orders will Build up
your Business.

PARK CITY MFG. CO.,

CHICAGO, ILL.

WANTS AND FOR SALE.

15 cents per line of seven words, cash with order.

WANTED—First class bicycle enameler. Must be well educated and thoroughly understand mixing of all colors. State age, salary expected and furnish references. - Pope Manufacturing Co., Westfield Factory, Westfield, Mass.

ALL ROADS ARE EASY WHEN THE



STAR BALL RETAINER

IS USED.

With millions in daily use, it has stood the test for more than five years, and is adaptable to ball bearings of any kind.

If you are users of ball bearings we would be pleased to hear from you and mail you our catalog with the latest information which we know would be profitable and interesting to you.

THE STAR BALL RETAINER CO., Lancaster, Pa., U. S. A.

Special Stampings FROM SHEET METAL

THE CROSBY CO., - Buffalo, N. Y.

JOHN S. LENG'S SON & CO.

4 Fletcher Street, NEW YORK,

CARRY A COMPLETE STOCK OF

BICYCLES, TIRES, SUNDRIES.

CAREFUL ATTENTION PAID TO

PROMPT SHIPMENT.

If you are not familiar with the line of

Liberty Bells

permit us to post you. It will be apt to prove profitable

LIBERTY BELL CO., Bristo, Conn.

YOU WILL BE ASSURED OF

Better Values and More Satisfaction

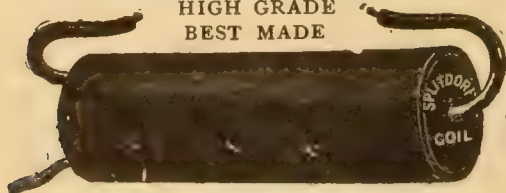
by placing your orders for bicycles, tires, sundries, etc., with

JOS. STRAUSS & SON, Buffalo, New York.

WRITE FOR CATALOGUE.

SPLITDORF SPARK COILS.

HIGH GRADE
BEST MADE



C. F. SPLITDORF, 17-27 Vandewater St., New York.

HIGH GRADE

wheels must have the best equipments.

There is nothing that gives more value for the money than the use of the

MORSE TWIN ROLLER CHAIN



NOISELESS IN MUD, WATER OR DUST AND ALWAYS EASY RUNNING.

The only chain having Frictionless Rocker Joints. Insist on having the Morse Twin Roller. Fits regular sprockets.

Send for Catalogue and Trade Price to

Morse Chain Co., Trumansburg, N. Y.

OILERS.

"PERFECT"



25c.

"GEM"



5c.

"LEADER"



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"STAR"



10c.

We make oilers for almost the entire trade. The quality of our oilers is unequalled.

CUSHMAN & DENISON, Mfrs., 240-2 W. 23d St., N. Y.

BARGAINS FOR BICYCLE DEALERS

IN TIRES, COASTER BRAKES, GAS LAMPS, Etc.

Write to-day for complete Catalogue.

THE E. H. HALL COMPANY (Incorporated),
Jobbers Bicycles and Supplies,
59-65 Exchange St., Rochester, N. Y.

DON'T BUY TIRES

until you have had our proposition on

"Black Diamond" and "Rochester Guaranteed"

They are the very best value today. Write us about them.

THE SIDNEY B. ROBY CO.,
Jobbers of Cycle Supplies. Rochester, N. Y.

The Week's Patents.

749,153. Bicycle with Rowing Attachment. Sanford L. Batchelor, Grafton, Mass. Filed June 3, 1901. Serial No. 62,878. (No model.)

Claim—1. In a bicycle, the combination with a framework of a rear wheel held in the framework, a front fork journaled in the framework, a wheel held in the front fork, a vibrating lever operatively connected with the back or driving wheel, a rotating pulley operatively connected with the front fork, and a universal joint connection between said pulley and the vibrating lever, substantially as described.

Englishman's Useless Invention.

The Zobeline track is a contrivance invented by an Englishman for the purpose of affording to novices in bicycle riding a preliminary experience with the several sorts of road surface. It consists of a circular track divided into four sections constructed with surfaces of wood, asphalt, granite cubes and macadam, respectively. In riding around the track the novice passes over each in succession. The first lessons in balancing, steering, mounting and dismounting can be taken on the broad surface enclosed by the track.

"A. B. C. of Electricity."

"The A. B. C. of Electricity" will aid you in understanding many things about motors that may now seem hard of understanding. Price 50 cents. The Goodman Co., 154 Nassau street, New York.

Write for 1904 Catalogue,

Bicycle and Automobile Supplies

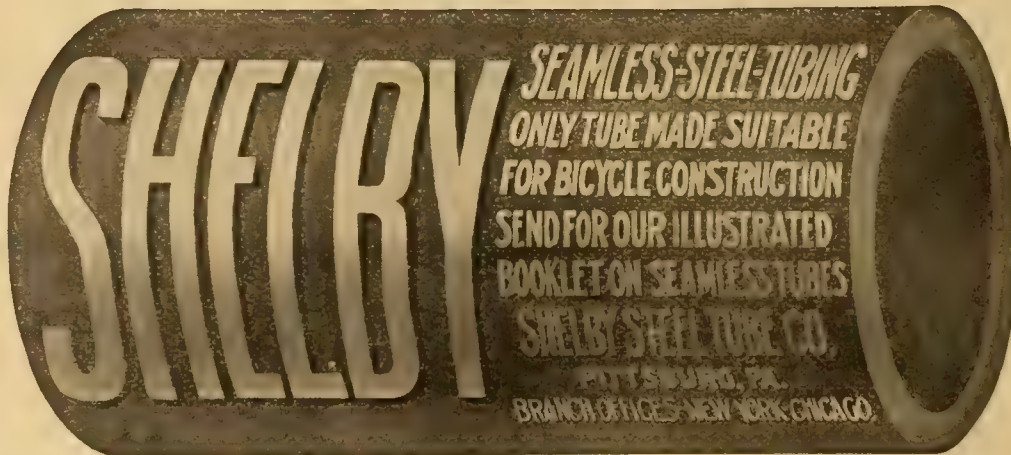
THE KELSEY CO.,

BUFFALO, N. Y.

SPROCKETS.

We supply nearly all the best trade.

PARISH & BINGHAM CO.
CLEVELAND, OHIO.



SEAMLESS STEEL TUBING
ONLY TUBE MADE SUITABLE
FOR BICYCLE CONSTRUCTION
SEND FOR OUR ILLUSTRATED
BOOKLET ON SEAMLESS TUBES
SHELBY STEEL TUBE CO.
PITTSBURGH, PA.
BRANCH OFFICES NEW YORK CHICAGO

The Bicycling World

AND MOTORCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVIII.

New York, U. S. A., Saturday, January 30, 1904

No. 18

ONLY ONE WITHDRAWAL

Rumored Retirements From N.C.T.A. Prove to be Exaggerations—Hall Sticks.

Reports of the dissatisfaction within the ranks of the National Cycle Trade Association and of resignations from it by firms who repudiate the "Detroit plan," continue in circulation and naturally are made as disquieting as possible by those who want to see the body disrupted.

Some effort has been put forth to sift out the rumors that have been spread and the net result is in the confirmation of the resignation of one jobbing concern, that of George W. Nock, of Philadelphia.

Mr. Nock has resigned because he was not satisfied that all the members were living up to their promises. He takes the stand that some jobbers are cutting prices and that it is more honorable to meet cut prices when not under pledge not to cut than to remain in the association and do so. Mr. Nock thinks the association has not been sufficiently discriminating in accepting members and apprehends that with an indiscriminate list, it will be found that the "Detroit plan" is a bite too big to chew.

This jobber is the only member who is positively known to have withdrawn recently, and positive denials come from others whose names have been mentioned in the reports circulated.

One firm, that of The E. H. Hall Company, Incorporated, of Rochester, N. Y., makes a clear ringing statement to continue its support, in writing to deny that it has withdrawn. This letter from the Hall Company reads:

"Replying to your letters of the 27th stating that you had received a report that we had resigned from the National Trade Association, we beg to say that this report is not true.

"While we are not in accord with some of the association's undertakings, yet we believe that much good could come from the association if it did not undertake to do so much.

"We intend to remain in the association and hope to see it successful."

Wants Pumps Sold Separately.

From complaints which frequently reach us we think tire manufacturers would do well to consider before sending out their tires the advisability of spending a little more money on the pumps that are supplied with them, says a Transatlantic contemporary. Of course, we are well aware that with prices cut as they are now, every penny on tires has to be considered, and it is probably for this reason that the contracts for pumps are placed at absolutely the lowest price, and that not sufficient attention is paid to quality.

There is, however, another side to the question, viz., the satisfaction which it is desirable to give to the purchaser. However good a tire is, a man is apt to give it a bad name if he has a pump supplied to him bearing the name of his tire, which is, if not useless, at any rate inadequate. It would be even better to send tires out without a pump at all rather than with some of the cheap and nasty specimens which we have come across lately.

Indeed, we think this would be the better plan. If the cost of the pump were deducted from the price of the tire, and the purchaser allowed to buy his own, it would probably give him more satisfaction, and the agent the profit in supplying it.

Northern Dealers Slow to Purchase.

Complaint is being made in some quarters because business is backward in the Northern part of the country. Long datings fail to induce Northern dealers to buy freely, and even other concessions, such as are being offered in some cases, prove inavailing to force their hands.

The general condition of business is so good that the apathy of the Northern State dealers stands out by contrast. Yet it should be remembered that backwardness at this season of the year is to be expected. The severity of the winter and the fact that it is but little more than half over offer full explanation. As long as snow and ice cover the ground and cold holds the land in its grip it is idle to expect dealers to order freely.

California Store's Stock Seized.

Possession has been taken by the W. H. Hoegee Co. of the stock of the Auto Cyclery, Pomona, Cal., conducted by L. G. Hastings. The establishment has been closed.

BRITONS GIVEN PREFERENCE

New Zealand's New Tariff Levies Smallest Duties on Home Country's Products.

Under New Zealand's preferential tariff, which was adopted a short time ago, Great Britain will have a decided advantage over other countries. The appended table giving the duties to be charged makes this clear:

	British Rates.	Foreign Rates.
Bicycles	20 per cent.	30 per cent.
Bicycle Fittings.....	Free	20 per cent.
Lamps and Lanterns..	20 per cent.	30 per cent.
Hardware	20 per cent.	30 per cent.
Iron Tubes and Ftgs...	5 per cent.	7½ per cent.
Engines (h. air & gas).	Free	Free

The imports into New Zealand during last year of the goods coming under the provision of the tariff were:

	Total.	From Foreign Countries.	From U. S. A.
Bicycles	\$263,165	83,215	82,660
Bicycles Fittings	202,385	34,895	25,245
Hardware	1,388,605	288,995	232,350
Iron Tubes and Fittings.	561,445	85,665	78,305

Buescher Stockholders are Bankrupts.

Growing out of the recent failure of the Buescher Manufacturing Company, of Elkhart, Ind., John H. Collins and Ferdinand A. Buescher of that town have filed petitions in bankruptcy. Both are members of the Buescher Manufacturing Company. Their aggregate liabilities are \$137,428.84, and assets \$525. Most of the liabilities are to the Indiana National Bank of Elkhart.

Prohibitive Portuguese Motorcycle Duty.

By a royal decree a number of changes in the import duties levied in the Portuguese colonies have been made. Among them are the following: Automobiles are to pay in future the following duties on importations: complete, including vehicles to be drawn by the motor car and auxiliary motorcycles, each 120,000 reis (\$120).

Sutcliffe & Co. Make Assignment.

Sutcliffe & Co., of Louisville, Ky., dealers in automobiles, bicycles and sporting goods, have filed a deed of assignment to Peyton N. Clarke. Liabilities, \$46,000; nominal assets, \$57,000. The assignment was precipitated by bankrupt proceedings. A plan is on foot to reorganize the company.

AUSTRALASIAS BIG JUMP

Her Purchases for December More Than Double—Total Exports Show Shrinkage.

Again a loss—although a slight one—of exports is recorded for the month of December, which ends the year. The figures are \$164,992, as against \$174,116, in December, 1902.

Not for a long time have there been such violent fluctuations as during the month under notice. There are big losses and equally big gains, with the balance slightly in favor of the former. Of the losses, France is easily first, the bottom literally dropping out of her imports. The value of the goods received amounted to only \$1,851, whereas in December, 1903, the amount was \$26,179. Japan lost \$8,000; British Africa, \$5,000; British East Indies and the United Kingdom, each \$4,000; "Other Europe," \$2,000, and the Chinese Empire, \$1,200.

British Australasia was the bright spot of the month. She increased her purchases by \$26,000, rising from the satisfying figures of \$20,470, in December, 1902, to \$46,785 in the same month of last year. British North America made the next best showing, her imports increasing by \$7,000, while Italy was a good third, with a \$5,000 gain. The Netherlands and Mexico followed with an increase of \$2,000 each; "Other East Indies" gained \$1,200, and "Other West Indies and Bermuda" \$1,000.

The figures for the twelve months are also given. They show the expected falling off, the loss being almost \$500,000, or 20 per cent. This loss is pretty well distributed, British Australasia and Mexico being the only countries to show marked gains, even Japan showing a slight loss from the big total of 1902.

The exports in detail for the month and the twelve months, respectively, are as follows for the corresponding periods:

Exported to.	December.		Twelve Months ending December.		
	1902.	1903.	1901.	1902.	1903.
	Values.	Values.	Values.	Values.	Values.
United Kingdom	\$14,185	\$9,972	\$502,163	\$386,227	\$241,963
Belgium	4,345	3,513	36,634	48,006	50,940
France	26,179	1,851	209,706	209,065	105,543
Germany	4,280	4,463	227,966	253,101	131,555
Italy	3,118	8,396	52,909	65,994	57,423
Netherlands	4,805	6,317	146,873	135,578	113,148
Other Europe	15,324	13,337	290,698	292,520	185,764
British North America	5,260	12,219	291,026	171,349	159,507
Central American States and British Honduras	553	281	6,132	3,258	2,848
Mexico	2,267	4,380	23,862	27,052	54,137
Cuba	1,552	1,685	14,345	12,320	17,199
Other West Indies and Bermuda	2,899	3,724	51,141	47,074	33,892
Argentina	4,098	221	9,174	10,710	12,118
Brazil	484	903	6,249	6,799	9,225
Colombia	40	42	912	937	797
Venezuela	6	155	1,615	462	535
Other South America	1,568	1,122	27,858	19,844	18,865
Chinese Empire	1,386	102	56,093	25,794	29,193
British East Indies	7,340	3,529	57,799	54,631	26,649
Hong Kong	142	1,435	3,735	5,640	8,475
Japan	45,239	37,646	223,787	419,767	409,182
British Australasia	20,470	46,785	198,886	221,432	333,805
Philippine Islands	425	416	33,895	19,282	26,362
Other Asia and Oceania	1,420	1,067	23,451	28,094	24,005
British Africa	5,728	256	91,723	114,956	43,384
All other Africa	994	1,175	7,323	10,351	8,115
Other countries	—	—	282	12	63
Totals	\$174,116	\$164,992	\$2,590,237	\$2,581,255	\$2,030,092

Harm Caused by Emery Cloth.

"Never use emery cloth to clean contact points, spark plugs or other ignition parts. Surprising as it may seem, sandpaper is infinitely preferable." The speaker was an electrical expert who has had an immensity of experience with electric bells, time clocks, burglar alarms, etc.

"There's nothing in sandpaper to cause any damage," he went on. "But emery paper is a mineral containing magnetic particles, and they attach themselves to the parts it is designed to clean—particles so minute as to be invisible to the naked eye—and cause damage by short circuiting, etc. Many troubles that seem inexplicable are really due to this use of emery paper."

Trade in Odessa, Russia.

Odessa, the seat of the cycling trade in Southern Russia, has only three or four firms engaged in the business. The biggest of these is that of Outotschkino, the well known racing man, who sells an aggregate of about 300 machines a year at an average price of \$70. Imported bicycles are subject to a tax of about \$15; whereas the tax on imported "parts" is only about \$1.12, the "poud" (a weight equivalent to about 35 pounds avoirdupois), so that it is more profitable to import parts and build up the machine in Russia.

How to Renovate Files.

To renovate files thoroughly cleanse, then dip in a solution of one part nitric acid, three parts sulphuric acid, and seven parts water; the time of immersion will be according to the extent the file has been worn and the fineness of the teeth, varying from ten seconds to three minutes. On taking it out, wash in water, dip in milk of lime, wash off the lime, dry by gentle heat, rub over equal parts of olive oil and turpentine, and finally brush over with powdered coke.

Recent Incorporation.

Rochester, N. Y.—The Auto-Bike Messenger and Delivery Company, under New York laws, with \$10,000 capital. Incorporators: Charles E. Percy and G. T. Fries, Rochester, N. Y., and F. A. De Vall, Brighton, N. Y.

EVIL OF HIGH GEARS

They Were Responsible for Women's Quitting Cycling, Says Well Known Dealer.

"If there is any one thing that will bring cycling back into public favor it is to in some manner encompass the return of women to the ranks," said a well known dealer one day last week.

"It is not generally appreciated what the addition of the weaker sex to the number of cyclists did to "boom" the pastime, nor what their retirement did to hurt it. We know, of course, that it was the introduction of the drop frame machine, and the subsequent fitting to it of the pneumatic tire that helped cycling when it seemed to be languishing. But we do not know, or at most we are only beginning to suspect, that a very considerable portion of its great popularity, perhaps most of it, was due directly to the participation of women in a pastime which previously had been a selfish one. That phase of it is all very well for the young fellows. But most of us want our sweethearts or wives to join with us in a recreation of this kind, and no one could possibly be more benefitted by a rational amount of cycling than them.

"Besides this they added a picturesque element that had been lacking. The mere sight of happy, smiling girls gliding along, bound for the green fields and open country set bystanders to wondering whether they could get similar enjoyment out of the pastime. We still liked our long, hard rides with parties of men, but there were plenty of other occasions when the petticoats were more than welcome. They gave variety and added zest, and we were never so happy as when they accompanied us.

"Now, to my mind, high gears were largely responsible for the withdrawal of women from cycling—and, between you and me, for the dropping out of many men. The woman's machine was geared nearly as high as the man's, and that meant hard work and plenty of it. For a while enthusiasm carried them along, but when the novelty had passed away high gears got in their deadly work. The woman quit in shoals, and many men followed their example.

"When the tide begins to turn, and a real effort is made to get people back into cycling, the women should not be lost sight of. There are many methods of luring them, but one of the most important of all, if they are to be held, is that of giving them machines geared rationally. Do that and you will see a big change.

"Furthermore, the change will stand some chance of being a permanent one. If women find they can take a ride without exhausting themselves, can get unalloyed enjoyment, returning comparatively fresh instead of done out, they will continue to cycle."

SYSTEM FOR ACCESSORIES

How to Keep Track of These Useful Articles —Checking the Stock Clerk.

Leakage and waste are most apt to occur in connection with the accessories stock. I have along one side of the stockroom a complete wall of dockets, or pigeon-holes, entirely devoted to accessories, says a dealer of long experience. Here lamps, bells, pumps and all the other odds and ends that form a by no means unimportant section of the business are properly ticketed away. It would be impossible to keep a stockbook of all these, and therefore, each article has its own place, and is kept there. But, unless there is a certain system employed, there will be no temptation to employees, and, while I do not believe in regarding the store assistant as a thief, I certainly do not believe in unnecessarily placing temptation in any man's way.

My system can best be explained by an example. Suppose that a dozen bells have been received. These are first signed for in the store from the express company, and the box is handed over to the stockroom, where it is opened and the contents examined. The bells being in order, a sheet, on which all receipts have to be entered each day, is filled in with the particulars, this sheet going into the office subsequently for invoice-checking purposes. Alongside the pigeon-hole wherein these bells go, is a card, and on this is entered the dozen bells received. On the opposite side of that sheet is shown the bells that go out, so that the stockroom attendant is always able to tell what stock he has of any article without having to count it. He is able to advise me each evening of any stocks that are running low, so that fresh supplies may be ordered in.

Now, the whole of the shop sales during the day are entered in a small duplicate book, one ticket is wrapped up with the article, and the duplicate remains. There are two of these books for the assistant, used on alternate days, because one book is always in the office.

The assistant replenishes this stock each day, and sends to the stockroom for so many bells, so many lamps, etc., according to what he has sold. This list, which he gives to the stockkeeper, should exactly correspond with the cash receipt book. The stockroom attendant never handles any money; his returns correspond exactly with the returns from the shop, and it is only necessary for me to occasionally see that the stocks correspond with those that should be shown to assure that everything is in order. This need not be done offensively, or with evidence of suspicion. It is not good policy to let any young man think that he is distrusted, nor is it wise to expose any young fellow to temptation, and there are many ways which any employer of labor can think

out for himself by which he can quietly check the stock here and there without giving any offence. When I hear of cases of assistants robbing their employers I am always more inclined to blame the employer who has allowed such a thing to occur than the assistant who has probably only succumbed to a temptation almost thrown at him.

In the case of lamps and bells which have been fitted to any particular machine, i. e., included in the purchase price, the shop assistant duly notes these on a special form, so that an equivalent check is provided for them.

A Story of Steel Tubing.

For the first time in many years, if indeed it is not the first time on record, there is being issued a catalogue by the Shelby Steel Tube Company, of Pittsburg.

Not simply because of its being a departure from the customs of this great concern that supplies the material for the main body of bicycles, but because of its intrinsic qualities, this catalogue attracts attention and is worthy of special note. It is an artistic creation of much merit, handsomely executed in every mechanical detail of printing and illustration, but beyond that is interesting in contents to almost any one who might pick it up. On the title page is the inscription: "Shelby Cold Drawn Steel Tubing—Whence It Comes, Whither It Goes." The reading matter in the succeeding pages follows out this idea and is as interesting as some of the modern books of fiction. The process of drawing tubing from the billet is first described in detail and then the many various forms in which it is shaped and the almost endless variety of uses to which it is put are set forth. Besides bicycle frames, hangers, handlebars, hubs, brackets, bushings, etc., Shelby tubing has made its way into many forms that are surprising. A few of the uses that have been found for it outside the bicycle are for exles, running gear, steering posts, bearings, boiler tubes, spokes, etc., for automobiles, cream separators, elevator cages, roller book-shelves, office fixtures, sulkies, shafting, fishing rods, canes, surgical instruments, railings, trolley poles, umbrella rods, rifle barrels, flagstaves, and a score of other things. The illustrations in the catalogue showing these ingenious products give it the interest of a popular magazine article.

Second-Hands Were in Demand.

One noticeable fact in regard to the trade in the last year was the number of small agents who dealt in secondhand goods, says an English contemporary. Many of them say their turnover in these was considerably greater than in new stuff. Probably the weather was responsible for this to some extent, although it may also be attributed to the fact that earnings being rather precarious in the cotton districts, people had not the spare cash necessary to buy up-to-date goods.

NEW RECORDS IN FLORIDA

Curtiss Makes a Mile at Ormond in 59 1-5— Great Performance by Austin.

Ormond Beach, Florida, Friday.—After a day of record breaking by automobiles on the beach at Ormond, Florida, motorcycles had a chance to-day, and they did some record breaking on their own account.

The one mile race for motorcycles, which was programmed as a handicap was run off in one heat from scratch. The best time was made by G. H. Curtiss with his two cylinder 5 horsepower Hercules, who rode it in 59 1-5 seconds, and this established a new record. Oscar Hedstrom, with a 5 horsepower double motored Indian, did next best, 1:04, and W. W. Austin, with a 1 3/4 horsepower India, was third in order of time, 1:09 1-5.

Austin's performance was a most remarkable one inasmuch as he was using a regular stock machine of the 1904 model and pitting it against two special racing machines. The bicycle used by Hedstrom was not a double cylindered affair, but one having two separate motors placed parallel and coupled together. Hedstrom had trouble in starting and his motors misfired all through.

Austin may yet be declared the winner of the race, for it is to be scored as a handicap, only the handicapping committee could not decide on the allowances for the men. They did not finish their figuring to-night, and so the result is left in doubt.

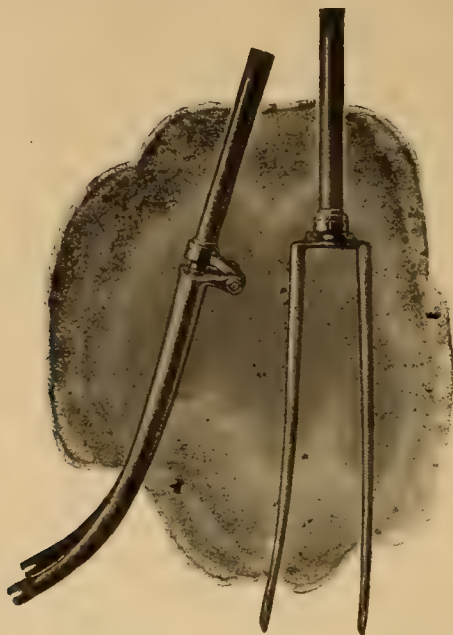
Hedstrom will remain here over Sunday, and next week he hopes to place the one mile record for motorcycles somewhere under 55 seconds.

Home-Made Rack for Tubing.

Tubing should be stored in a dry place, kept oiled to prevent rust, and in separate sizes in order that any piece may be easily reached when required. Nothing is worse for tubing that to store in a heap, and allow it to rust; each time a length is pulled out of the heap some of the other pieces are either strained or dented. Most repairers keep the tubing in a hanging rack, suspended from the shop beams. A rack of this kind consists of six suspended lengths of 2 inch by 1/4 inch flat iron, drilled at intervals of 6 inches to take horizontal bars of 1/2 inch gas piping screwed at both ends, and fitted with lock nuts inside and outside the suspenders. Thus a dozen racks or partitions for various sizes of tubes are available, and as the lowest partition is over six feet above the shop floor, the space beneath the rack is therefore saved for other purposes.

Boiled linseed oil will keep polished tools from rusting if it is allowed to dry on them. Woollen materials are the best for wrappers of metals.

Two Riders say: { "Riding a spring fork, cushion frame National is like floating on an air cushion."
 "You have got them all beat on the spring fork proposition."



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NEW YORK, JANUARY 30, 1904.

Australasia's Big Purchases.

The brightest spot on the export horizon, not excepting even Japan, is British Australasia. She is steadily increasing her purchases, and during 1903 reached a good second; Japan, of course, leading, with the United Kingdom third. In 1902 she bought more freely than in 1901, while in 1903 her purchases exceeded those of 1902 by more than 50 per cent, the figures being \$221,432 in 1902, and \$333,805 in 1903. The United Kingdom is the only country which even approached these figures, her purchases amounting to \$241,963 in 1903.

In view of the assertions that American bicycles are hopelessly discredited in the Antipodes, these figures are both gratifying and instructive. It appears that Australasia thinks just as well of American machines as American racing men. Whether the success of the one brings about a demand for the other it is not easy to say, but it is significant that the largely increased shipments to Australasia should coincide with the ap-

pearance and the clean cut victories of Lawson, McFarland and others from this country. Certainly their victories give the lie to the drivel that American bicycles and trash are synonymous.

The Rights of Motorcyclists.

A new set of bunglers are tinkering at the laws for automobiles, and they seem to have more natural aptitude for perverse blundering than any that have preceded.

Heretofore the automobilists, thinking only of themselves and of their big, heavy, swift machines, have caused motor bicyclists to be brought under the ban of bucolic prejudice and included in the adverse legislation with them quite inadvertently, through a thoughtless use of the expression "motor vehicles," without any qualifying exception. When the attention of the automobilists was called to the result of this inadvertence last year, and the injustice it did to motorcyclists, the all agreed that it had been an oversight and expressed regret. Because the motorcyclists had not been organized to protest against this classification of motorcycles with automobiles, and because the League of American Wheelmen, which shelters all classes of cyclists was not paying the necessary attention to the interests of this special class, the Federation of American Motorcyclists was organized last summer as a national body with seven States represented in the charter membership. Since then the organization has thrived and grown wonderfully, until now it is in ripe condition to cope with situations such as that which has come into existence in New York State since the new coterie of law-making automobilists has taken hold and have specifically included the motor bicycle in their regulations for automobiles.

It is to be hoped that the executives of the Federation of American Motorcyclists will go forth to fight this battle with all the confidence, the determination and the vigourousness that the wheelmen have ever shown in fighting for principles, since they scored their first victory in a fight for the right to use the highways. Times have changed since then and there will be need for some craft also to meet the complicated political conditions, but there are legal luminaries and politicians in the ranks to supply this need, and the only thing further necessary is that the committeemen workers shall receive the support of the rank and file of wheelmen—their moral support during the progress of affairs at Albany and

their practical support next fall at the polls. It is the rebuke or approval of the vote that finally counts, and in these matters the friends and foes in the Legislature should be carefully noted by the motorcyclists, and they should be made to realize, each after his kind, friend or foe, that he has been dealing with an element that sticks together, that has votes and controls votes and knows how to mete reward or retaliation at election time. This has been the winning method of the cyclists, and it should not be departed from.

It is a fair fight for a reasonable and just discrimination that is now on and one that calls upon not only motorcyclists, but wheelmen and every sort to stand together. A bicycle is a bicycle whether it has on it a motor or a baby carrier. A motor does not make it an automobile any more than the carrier makes it a cradle, or a trailer makes it a railroad train. It is true that on a track or with the road clear a motor bicycle can go as fast as some automobiles, but so can race horses, and they do. A motorcycle, as a rule, however, is not driven as fast as an automobile or a speedway horse. The solicitude of the motorcycle operator for his own safety prevents any reckless use of his motor. If a motorcyclist runs into a person, or a vehicle, the rider of the little, two-wheeled machine is bound to be the greatest sufferer. Where are the lists of accidents to show the menace to others there is in motorcycles? The arraignment of the automobile has been made from records of the damage it has done, but there is no such arraignment possible for the motorcycle. It has all the attributes of a bicycle, and is no more dangerous to other users of the highways than is the pedal driven bicycle. It is a bicycle under the definition of every lexicographer, under every etymological analysis, and under every application of the term and under every practical utilization as a vehicle. It should be kept in regard as a bicycle by the statutes and classed as such in highway regulations. The only way in which the motor differs from its pedal driven fellows is that it can be used to greater advantage uphill and against the wind, and can travel faster on the level. Its essential bicycle character, however, prevents the abuse of its power for speed.

The ranks of motorcyclists are recruited from those of the pedal pushers. The users of motorcycles continue to use occasionally the leg propelled cycle. Most of the pedal pushers of to-day will ere long supplement

their cycle possessions by having one with a motor on it. The motorcyclists and the other cyclists are of the same class, members of the same club, and of the same national league. They should make careless, indiscriminating legislators realize this and compel them to preserve the integrity of the class in the laws. The regulations for bicycles are quite sufficient for all the class, whether motor or motorless. It is the height of injustice to class the little, single tracking, rider-balanced machine, that the work-a-day clerk keeps in his basement hall, with the automobile chariots of the millionaires. It is nothing short of outrage for this to be done. It must not be permitted.

Care of the Sundries Stock.

Keeping track of the stock of sundries is no sinecure, as every dealer knows. To keep the stock complete and up to date, and yet to steer clear of overstocking and of having "dead" goods accumulate on the shelves is the task each stockkeeper has to set himself, and he is both capable and fortunate if he performs it creditably.

To come into a store and be told that the article one asks for is "out" is one of the most disagreeable experiences a prospective customer has to endure. Particularly is this true if the article is a standard one and a steady seller, for then it argues carelessness on the part of the dealer. Sometimes a number of articles will be asked for, and the dealer found to be "just out" of them all.

We can conceive, of course, of an unexpectedly brisk demand emptying the shelves of one or two articles; or of delay in shipping preventing their being replenished; but this happens only occasionally, and a shrewd observer is rarely at fault in assigning the true cause for it. It is to prevent occurrences of this sort that the wideawake dealer sits up o' nights going over his stock of sundries to see that the "live" goods are on the shelves and that the "dead" ones are not crowding them out.

This is the day of small things, in the cycle trade especially, and the five or ten cent sale is no longer regarded with contempt. We have known a dealer to take in as much as \$20 in cash on a fine day in the riding season, not one of the sales bringing in more than 25 cents. We have watched another dealer hand out over his counter as many as eight tubes of rubber cement, almost in as many minutes, and such business as this is not to be despised. It is a

short season business, too, when every pleasant day counts and every petty sale lost is lost irrevocably. It is, therefore, a matter of considerable importance to see that the shelves are always stocked with saleable goods.

A good system will do this, and at the same time weed out the unsaleable stuff. Even with care, intelligence and knowledge this last will accumulate. A most promising article, which when first seen is, to all appearances a valuable addition to the stock, may fall flat, the public turning it the cold shoulder. A host of odds and ends, some of them slightly damaged, is constantly being accumulated, and almost before one knows it represents a loss that runs into a good many dollars.

The only safe plan is to watch the stock like a hawk and keep the system already settled upon in force. The standard articles must be kept on hand constantly, together with any new things that may come on the market. But small quantities only of the latter should be stocked until it is seen which way the cat will jump, and waste and leakage must be kept to a minimum. Any other course spells loss.

There are still riders—in England and other benighted countries—who stick to the solid tire, while the cushion tire has a numerous following. Naturally, they can't see much good in the air tire. One rider, who signs himself "A believer in solid tires," has this to say about pneumatics:

"I first rode a pneumatic tire in 1890 or 1891; I consider these tires are not improved one bit since then, except to a slight extent as regards skidding; they puncture quite as easily."

We imagine that if this rider were put on a machine shod with the old "rag" Dunlop, imagining such a thing to be possible, and then given a like experience with a modern tired machine he would learn a thing or two. Certainly, the pneumatic tire has not stood still in the last dozen years, whatever may be said of it.

What is the "tread" of a bicycle? Put the question to half a dozen wheelmen to-day and we doubt if two of them could give a correct definition of the word. Yet only a decade ago it was in every cyclist's mouth, and wordy battles were waged daily about it. Some "foxy" makers took the length of their crank axles and contended that it was the tread, unmindful of the fact that their cranks were offset.

New Form of Contest at Sidney.

Not content with running their "Sidney Thousand" again this year, that enterprising Australian city is preparing to spring a new form of contest at its forthcoming big meeting. It is termed the "International Test," and \$570 in prizes will go to the winner.

The contest is limited to the best twenty riders in Australia, which will include the four Americans, Iver Lawson, Floyd Macfarland, Hardy Downing and "Major" Taylor. The sixteen picked best Australians will oppose these. Points are awarded in half-mile, four-mile, and five-mile races, in the order of finishing—thus, one point for the first, two for second, and so on, riders not finishing being debited with twenty points. The twelve men with lowest points will be entitled to start in a mile race, and the placed men in this final contest will be the prize winners, independent of the points gained in the qualifying rounds.

The total prize money of \$570 is distributed so that a number of the competitors will have a share in it. For the qualifying races, prizes of \$50 first, \$10 second and \$5 third are offered, with five lap prizes for the longer distance events; while for the final mile race the prizes are: First, \$250; second, \$35, and third, \$15.

Coney Island Protests Disallowed.

The squabble over the "midnight race" of January 1 from Bedford Rest to Coney Island and back has at last been settled, and in a way that will be generally approved. No protest will be allowed, and the men will be placed in the order of their finish, Wentz first, then Fogler, Goerke and Kopsky.

It will be remembered that at the finish of the race Ralph De Palma, who has been cast out for life by the National Cycling Association, and who was not in the race, rode across the tape in front of the first bunch, and that Kopsky, the fourth man, protested on the ground that the first three men were paced.

It was feared at the time of the dispute that some of the officials were inclined to heed Kopsky's protest and allow it, and this would have looked like favoritism, because the winner was not a C. R. C. of America man and Kopsky was. To outsiders there seemed no justice in Kopsky's protest, and it is probably best that it has not been allowed.

Parisians Win at Buenos Ayres.

The Parisian racing men now in Buenos Ayres made their first appearance on the track on January 3. Mathieu won the kilometre scratch race from Eros, Collomb being third. Collomb had a "walk over" in the motor cycle race.

Modern Track for Dusseldorf.

Dusseldorf is to have a new track on modern lines, also a track for motor cycles. A capital of \$75,000 is said to be at the back of the enterprise.

"Brassard" racing has been revived in Paris.

A FIGHT IN PROSPECT

Demand of Motorcyclists Regarding Automobile Bill Is Answered Ambiguously.

The trouble between the automobilists and motorcyclists over the new automobile bill that has been introduced at Albany is no nearer settlement than it was last week.

In reply to the earnest letter of Alex Schwalbach, chairman of the Legal Action Committee of the Federation of American Motorcyclists, Judge W. H. Hotchkiss, president of the New York State Automobile Association, has written one that chides Mr. Schwalbach for being hasty and seems to intend to promise something, but which closes without promising anything or indicating what the New York State automobilists intend to do in the matter.

The letter of Chairman Schwalbach was printed in the *Bicycling World* last week. Mr. Schwalbach expressed surprise that the law committee of the New York State Automobile Association after having agreed to remove the clause in the Hill bill that includes motorcycles, had reconsidered and decided to leave this matter of amendment to the Legislature. Mr. Schwalbach said that the cyclists had not asked to have that clause inserted and they did ask to have it taken out. The letter added that the wheelmen had found it profitable to mind their own affairs.

The reply of Judge Hotchkiss is an ambiguous though testy one, reading as follows:

"Your letter of January 23 is at hand. I doubt not, when you were writing it, I was in the same building with you, and am somewhat surprised you did not, before publishing the letter, make an effort to find whether I was still in New York. Had you done so, you would have learned that of which I now inform you: That our Committee on Legislation, at its meeting on Friday, agreed that, so far as it was concerned, the Hill Automobile bill could be changed so that it would not affect motorcyclists. The members of the committee, however, if I understand them correctly, expressed the belief that motorcycles, in common with other motor vehicles, should be subjected to reasonable regulations, though, on that matter, they felt the Legislature would not care for any suggestions from our committee. No suggestions will, therefore, be made, other than that the change is in response to the request of a representative of the Federation of American Motorcyclists.

"Further, and now speaking only for myself, may I not say that we of the country districts rarely presume to suggest manners to you gentlemen of the great metropolis? The occasion, however, seems to warrant me in again intimating that threats are seldom evidence of tact."

Judge Hotchkiss says that the Legislation Committee of his organization decided that the bill "could" be changed. This is not

startling. The knowledge that the bill "could" be changed by the use of a little common sense and good English is what led the Federation of American Motorcyclists to demand that it "should" be changed. Further on Judge Hotchkiss declares that no suggestions as to changing will be made to the Legislature by his committee "other than that the change is in response," etc. This is an extraordinary bandying of words for the sake of saying nothing as a prelude to a personal scolding.

Whatever the reply of Judge Hotchkiss means neither Mr. Schwalbach nor any member of his committee has yet learned.

A meeting of the Legal Action Committee of the Federation has been called and at it plans will be submitted for an active campaign at Albany against the bungling bill. The plan has been prepared and Chairman Schwalbach will go to Albany next week.

Winnipeg Editor Dislikes the Bicycle.

The editor of "The Manitoba Free Press"—published at Winnipeg—is evidently not a cyclist, judging from an article which appeared in that journal recently. It is headed, "A Bicycle Nuisance," and bitterly complains of the nuisance the bicycle is. "Tradesmen are often deprived of valuable custom through a phalanx of bicycles arrayed in front of their premises forming an obstacle to ladies alighting from the carriages to make purchases," it is asserted. "In addition to all this, there remains always the danger of bicycles as they are left on the street being the cause of runaways."

How numerous the cyclists must be can be gathered from the suggestion that "the erection of double-tiered racks, permanently secured at intervals of, say, thirty paces, for holding bicycles should be erected."

Repair Plug for Detachable Tire Covers.

Repair plugs for the covers of detachable tires are being marketed by an English concern. Each plug has a double layer of prepared canvas vulcanized to it. To fix the plug it is necessary to punch a hole where the cover is damaged, so that the plug will fit snugly in position. This done, the canvas backing is solutioned to the inside of the cover. The plugs are made in four sizes, and punches are supplied for each size to cut the hole slightly smaller than the plug, as the punched hole will distend a little when the tire is inflated, and the plug then accommodates itself to make a tight fitting repair which is scarcely visible, even when the wheel is stationary.

New Officers for Rochester Club.

The Waterloo Wheelmen's Club, of Rochester, N. Y., elected on January 22 the following list of officers for the ensuing year: President, E. A. Perry; vice-president, John E. Loomis; secretary, Wilbur E. Schott; treasurer, John H. Bowers; captain, Harry W. LeClear; directors, John E. Richardson and Frank M. Schott.

ANOTHER FOOLISH BILL

Rhode Island Legislators Asked to Consider Motorcycles as Automobiles.

"Little Rhody," like New York, is suffering just now from legislative assaults by would-be automobile stranglers, and the wisdom of the senile is displayed in the bill offered. It specifically includes motor bicycles and requires that they shall conform to all the requirements of 3,000-pound automobiles—shall carry a flock of lanterns, license numbers four inches high, and the rest of the rubbish. The bill was introduced by Representative Kane, of Narragansett.

The speed which the machines will be allowed to make in the country districts, according to Representative Kane's bill, is 15 miles an hour, and in the cities and towns it must be reduced to 10 miles an hour, and to not more than eight miles in going around corners, over crossings, etc.

The penalty for the violation of this act is to be, if the bill becomes a law, \$25 for the first offence and \$50 for the second and subsequent offences, and the penalty for running a motor car or motor cycle after the suspension of a certificate is to be \$10. Section 10 of the bill provides that every motor car or automobile shall have a muffler, a horn or bell or some other suitable means of signalling; also a lamp which shall be kept lighted while the auto is in a public place from one hour after sunset until one hour before sunrise, and it is also required that the registration number of each auto shall be placed upon the lantern in such a way as to be conspicuous at night. A locking device is to be one of the requisites of the auto in Rhode Island if the bill is passed, and this locking device must be always fastened to the machine whenever it is left alone in any public place.

The stultifying stupidity of the bill is exemplified in a paragraph that gives the authorities of the cities and towns the power to make rules permitting any rate of speed or to bar automobiles and motorcycles from the roads entirely.

"How proud the grandchildren of the pin-headed persons who draft these bills for the present hindrance of the common vehicles of the future will be of their ancestors," exclaims a subscriber from Rhode Island, and concludes:

"In the meantime there is work for the Federation of American Motorcyclists to try to spare the coming generation all the mortification of ancestry if it is possible."

The new Olympian track at London, England, was opened on January 12. Callaghan won the mile scratch in the afternoon, and in the evening Jenkins secured first place. Exhibitions behind pace were given by Tommy Hall.

Paul Muendner, a Berlin cyclist, met with a bad accident while looping the open loop at Busch's circus in that city.

GOVERNMENTAL GOOD ROADS

Facts, Figures and Arguments Concerning the Brownlow Bill—The State Allotments.

To further the cause of the Brownlow bill for good roads, which is now pending before Congress, and which every cyclist should actively support, and the full text of which has been published in a previous issue of the *Bicycling World*, a pamphlet is now being sent out which contains, besides the text of the bill, much interesting matter, from which extracts follow. First, it is worth while repeating in outline what the bill is. The Brownlow bill has been introduced in the House of Representatives by the Hon. Walter P. Brownlow, from Tennessee, and in the Senate by the Hon. J. H. Gallinger, Senator from New-Hampshire, appropriating \$24,000,000 as national aid for the building of roads.

The bill provides:
First—For the creation of a department at Washington, with proper superintendents and employes, to take care of the building of these roads.

Second—The \$24,000,000 to be appropriated is available at the rate of \$8,000,000 a year for three years, is to be divided among the different States according to their population, except that no State is to receive less than \$250,000 of this money. Below will be found a tabulated statement, showing how this money will be distributed. Look at it and see how much your State is to receive.

Third—Each State, county or town receiving federal aid must add a like amount to the sum received from the United States government.

Fourth—Should any State not take the amount allotted to it under this law before January 1, 1907, all such amounts not taken up are to be reallocated in proportion to the population of the different States which have taken up their entire allotment.

A like amount must be added by the States or counties receiving aid, so that \$48,000,000 are to be spent on roads. This distribution according to the number of inhabitants is far more equitable than the distribution of some \$32,500,000 a year under the Rivers and Harbors bill, which goes principally to the seaboard States and to the Mississippi delta.

The following table shows approximately how the \$24,000,000 would be distributed among the States:

Alabama	\$530,000
Arkansas	380,000
California	430,000
*Colorado	250,000
Connecticut	262,000
*Delaware	250,000
*Florida	270,000
Georgia	642,000
*Idaho	250,000
Illinois	1,398,000
Indiana	730,000
Iowa	611,000
Kansas	427,000
Kentucky	621,000
Louisiana	400,000
*Maine	250,000
Maryland	344,000
Massachusetts	813,000
Michigan	702,000

Minnesota	508,000
Mississippi	450,000
Missouri	900,000
*Montana	250,000
Nebraska	308,000
*Nevada	250,000
*New Hampshire	250,000
New Jersey	546,000
New York	2,108,000
North Carolina	548,000
*North Dakota	250,000
Ohio	1,206,000
*Oregon	250,000
Pennsylvania	1,828,000
*Rhode Island	250,000
South Carolina	388,000
*South Dakota	250,000
Tennessee	585,000
Texas	884,000
*Utah	250,000
Vermont	250,000
Virginia	538,000
*Washington	250,000
West Virginia	218,000
Wisconsin	600,000
*Wyoming	250,000
	\$24,000,000

The States marked () have less than 700,000 inhabitants and receive a minimum of \$250,000.

Following are excerpts from the pamphlet referred to:

"In that part of the country which was first settled the roads were trails or paths, which went from the settlements into the wilderness, and naturally went from point to point over the shortest route, without regard to hills. They went straight. Later on horses were ridden and afterward driven over these trails, and so the wagon road was made without regard to finding an easy grade, a good surface or drainage.

"It is not surprising that roads made in this manner, without any engineering skill or practical knowledge of road building, were bad when made, and continue to be just as bad at the present time.

"This country, if not the richest, is almost the richest, in the world, yet it has the poorest wagon roads of any country in the world.

"During the past fifteen years there have been built 132,865 miles of steam railway in this country, and we now have 203,133 miles of railroad.

"During the past fifteen years we have built 23,134 miles of trolley road, mostly in cities and towns. This trolley road has, by giving quick transit, immensely improved values in cities and towns, and in their neighborhood.

"Where good roads have been built, farm values have improved, because it is easier to get produce to market, and life is made pleasanter and happier for the owner of the land.

"Except where a few States have given State aid in building roads, the farmer has had to bear the whole cost of building and maintaining them, although every ton of produce going to cities and towns has to go over these roads, and the cities and towns, as a rule, contribute nothing toward their cost or maintenance.

"During the past fifteen years there have been an immense improvement in railway, trolley and water transportation, and freight rates have been lowered. Our railways are every year spending millions in improving their roads and terminal facilities, but in transportation by wagons on roads there has been hardly any improvement. Forty years ago it cost 25 cents per ton per mile to carry farm produce, lumber, etc., on a wagon road, and it costs the same to-day.

"It is not the farmer's fault, but it is his misfortune, that, while there has been a great advance in railway and water transportation, to which the national government has largely contributed, he has not improved transportation on his roads. He is quite willing to pay for part of the cost, and in New-Jersey, Massachusetts, New York and Connecticut and in a few other States the State has come to his help by the system called 'State aid' in building roads.

"New Jersey appropriates annually as State aid \$250,000. The State pays one-third of the cost, the counties two-thirds and 10 per cent of the counties' share may be assessed on the towns. The State has appropriated during the past ten years \$1,515,168.

"Connecticut appropriates \$220,000 per annum as State aid. The State pays two-thirds and in some instances three-fourths of the cost of the road. The towns pay the balance of the cost. State aid commenced in 1895, and the State has spent and appropriated the sum of \$1,538,910 for this purpose.

"Massachusetts appropriates annually \$490,000 as State aid. The State pays the entire cost of the road, but 25 per cent of the cost is assessed back to the counties. The State has appropriated for the building of roads \$4,940,000.

"New York appropriated last year \$600,000 as State aid. The State pays 50 per cent of the cost of the road, the counties 35 per cent and the towns 15 per cent. The State has appropriated, all told, \$2,065,000 for State aid. The counties and towns have spent a like sum; 242 miles of road have been built and 242 miles are now in process of construction.

"In 1903 Pennsylvania created a State Highway Commission, and appropriated \$6,500,000 to be apportioned among the different counties as State aid in proportion to the mileage of roads in each county and to be expended during a period of six years. Two-thirds of the cost of the building of roads is to be paid by the State, one-sixth by the county and one-sixth by the township which the improved highways traverse.

"The States of Maine, Rhode Island, New Hampshire, Vermont, Delaware, California, Washington and Florida have adopted the principle of State aid in the building of wagon roads. Up to this time, however, these States have not appropriated any large sum of money for this purpose.

"Some of the States have adopted the principle of State aid to build roads—why should not the federal government give national aid for this purpose?

"The United States government appropriated in 1903 \$32,540,199 for river and harbor improvement, which goes to the benefit of commerce, and largely to help cities.

"It has spent many millions in building postoffices and federal buildings in nearly every large city of the Union—this aid goes to help the cities and creates a demand for food without providing the farmer with roads to reach his market.

"It has protected manufacturing by a tariff

until we have become the greatest manufacturing nation in the world. This protective tariff has built up the cities.

"It pays the veterans and their families pensions which amount to about \$140,000,000 a year.

"Q.—How many miles will \$1.25 haul a ton on a road, a trolley road, on a railway and on water?

"A.—\$1.25 will haul a ton
5 miles on a common road.
12½ to 15 " " " well made stone road.
25 " " " trolley road.
250 " " " steam railway.
1,000 " " " steamship.

"Q.—What have trolley roads done for cities?

"A.—They have given them rapid transit and increased the value of real estate in cities and in their immediate neighborhood.

"Q.—What will good roads do for the farmer?

"A.—They will give him rapid transit for his produce, and improve the value of his lands, just as the trolley roads have done for cities.

"Q.—What has the Federal Government done for railways?

"A.—It has given them immense land grants of public lands, which they have sold for many millions of dollars, and it has loaned its credit by issuing bonds to help build them.

"Q.—What has it done for Porto Rico, Cuba and the Philippines?

"A.—It has built many miles of road, established schools, done away with yellow fever in Cuba and keeps an army in the Philippines of about 22,500 men.

"Q.—What was the national bonded debt at the close of the Civil War?

"A.—\$2,773,236,173.

"Q.—What is the national bonded debt now?

"A.—\$914,541,410 on July 1, 1903.

"Q.—What amount of the national debt has been paid off in the last thirty years?

"A.—\$1,858,694,763.

"Q.—How much money is there now locked up idle in the United States Treasury?

"A.—\$234,394,275 on July 1, 1903.

"Q.—Has the government a larger income than its expenses?

"A.—Yes, much larger; the trouble now is to keep the surplus in the Treasury from becoming too large.

"This is what you can do to have better roads where you live. Will you do it? The Brownlow bill comes up in Congress within the next three weeks.

"Write your Congressman and Senators that you are in favor of the Brownlow bill, telling them why you favor it, urging them strongly to vote for it, and to use their influence with other members of Congress to have it become a law.

"Ask the editor of your local paper to publish an article in his next issue in favor of the Brownlow bill."

BARDGETT GOES ABROAD

Buffalo Boy who Made a Sensation as Amateur to Star in France.

On Thursday on La Touraine, Walter Bardgett, of Buffalo, accompanied by his manager, Philip Reesce, of Philadelphia, sailed for Europe, where Bardgett is under contract to ride in a series of races and meet some of the best men in France. His first race will be with Piard, a French rider who has recently pedalled his way to the front.

This European engagement marks the



climax of a rapid rise on the part of Bardgett from an obscure place in the amateur ranks to a front row standing among the professionals.

Walter A. Bardgett is now only twenty-three years old, and has been in the public eye only a couple of years. He began racing in 1898, when he started in a boys' road race at Buffalo. In the summer and fall of 1900 Bardgett, with Warren Zurbrick, also of Buffalo, rode in the amateur events in the district about New York with signal success. In fact they became altogether too conspicuous for their own good. They remained about New York through the fall and winter, although they had announced in the summer that they were away from home on a vacation. Bardgett was the faster of the pair, and his case was so flagrant that on July 4, 1901, he was declared a professional by the N. C. A. Since then Bardgett's speed has kept him in the list of prize winners, although he never has been accounted as a star of the first water. His ranking was

fairly well shown in the final table of the N. C. A. championship circuit last fall, when he was eighth in the list of point winners, having a record of having been placed third twice and fourth once, in the twelve circuit championship races. Ahead of him in points were: Kramer, Lawson, McFarland, John Beedell, Fenn, Collett and Root. Behind him were Calvin and Menus Bedell.

Bardgett is essentially a sprinter and a hot finisher in the last quarter. Some notable performances of his are his record rides of a third of a mile in 37 2-5 seconds on the slow track at Manhattan Beach last August and his record of half a mile in 55 2-5 seconds at Vailsburg in 1902.

This speed merchant from Buffalo is by no means a featherweight, but is a bunch of bone and sinew good to look upon. He stands 5 feet 8¾ inches in his socks and weighs 155 pounds. Bardgett made his first essay in a six-day race last December, with Frank Galvin as a partner, and the team rode well, keeping with the leaders until the third day, when Galvin was forced to quit because of a weak stomach and injuries from falls.

Southern "Scads" Attract "Pros."

On the steamship Arapahoe, which left New York last Monday, was a party of cycle racing men bound south to race and prepare for the coming season. The party included Jim Richards, who will manage the riders; Eddie Root, Oliver Dorlon, Fred Ernst, George Collett, Floyd Krebs, Bob Lake, Frank Galvin, Charlie Hadfield and J. P. Jacobson.

The riders went first to Jacksonville, where the Southern circuit opens February 7. After that they will go to Savannah, Atlanta and Birmingham and remain South until the middle of April, when racing begins at Valisburg, N. J.

Frank Kramer and John Fisher preceded the party by rail. Eddie Bald is expected to join the riders in Jacksonville. Bald has several offers to drive automobile racers, but he wants to have one more shy at the bicycle before deserting it. In fact, he says he would like to try once more for the championship.

Home Trainer Championships.

Home trainer contests are on the wave of popularity again. Following the series of races held at the ball of the Stuyvesant Wheelmen, of New York, which were notably successful, the Tiger Wheelmen of New York have announced a series of home trainer contests for the amateur championship of Greater New York, to be held in connection with their annual ball on February 6, at the house of the Century Wheelmen, No. 444 Amsterdam avenue.

The races of the Tigers are to be run on the former plan of the N. C. A. professional championships, in heats and semi-finals until there are only two men left to ride in the final. A twin roller home trainer will be used with dials on it so that the race will be interesting to the spectators, who can see just what progress the riders are making. The winner of the championship will be given a handsome gold medal.

THE ROAD RIDING RECORDS

Fine Report for 1903 by C. R. C. of A.—New Officers and Committees—Coming Events.

The Century Road Club of America's Monthly News for January is full of interesting matter. In the first place, it announces the new officers for 1904 as follows:

President, P. A. Dyer, Brooklyn, N. Y.; first vice-president, Dr. C. D. Peck, Sandusky, Ohio; second vice-president, John M. Miller, Chicago, Ill.; treasurer, R. C. Williams, Washington, D. C.; secretary, C. E. Nylander, New-York.

Eleven new applications for membership are posted.

The final result of the century competition for 1903 is announced as follows:

	Centuries.
1. George W. Seaward, Brooklyn.....	66
2. Andrew Clausen, Chicago.....	55
3. F. E. Mommer, New York.....	36
4. Thomas S. Floyd, Winthrop, Mass....	32
5. F. J. Perreault, Malden, Mass.....	31
6. E. G. Minnemeyer, jr., Chicago.....	30
7. Thomas J. Walsh, Jersey City, N. J....	26
8. Mrs. R. Munsterman, New York.....	25
9. H. Ollendorff, Brooklyn.....	22
10. W. G. Meister, Brooklyn.....	20
11. Joseph Kopsky, New York.....	18
12. M. Zaconick, New York.....	15
13. Herman J. Berls, New York.....	14
14. Gilbert C. Badeau, Brooklyn.....	13
15. J. E. Gregoire, Brooklyn.....	12
16. Harry B. Hall, Brooklyn.....	12
17. Philip Sickenius, New York.....	11
18. Albert D. Rice, Winthrop, Mass.....	10
19. Carl W. Proll, San Francisco, Cal....	10
20. Oscar Lenz, New York.....	10
21. William Davis, Jersey City, N. J.....	9
22. E. P. Bailie, New York.....	9
23. George Mesmin, New York.....	9
24. William F. Watson, Philadelphia....	9
25. E. Brenack, Brooklyn.....	8
26. Chester Ferris, Brooklyn.....	8
27. George Henry, New York.....	8
28. Charles Lundberg, New York.....	8
29. John McComb, Jersey City, N. J.....	8
30. Z. A. Roberts, New York.....	8
31. Albert Selle, Brooklyn.....	8
32. Patrick J. Sherry, Jersey City, N. J...	8
33. F. O. Brattan, San Francisco.....	7
34. W. A. Feltes, Chicago.....	7
35. George W. Kirchner, Brooklyn.....	7
36. O. J. Steih, New York.....	7
37. H. Van den Dries, New York.....	7
38. J. A. Wilson, Belmont, Mass.....	7
39. Albert Black, Albion, Ind.....	6
40. John Epp, Chicago.....	6
41. A. Rosenblume, Brooklyn.....	6
42. Peter Halet, Chicago.....	6
43. J. Bailie, New York.....	5
44. Daniel J. Elliott, New York.....	5
45. J. M. S. Millette, Brooklyn.....	5
46. J. A. Peterson, Chicago.....	5
Four Centuries Each—William Abeit, Jersey City; A. J. Adorno, Brooklyn; J. L. Downey, Newark, N. J.; Sadie Knowlton, Boston; Peter Lee, Jersey City; J. Schuler, New York; Henry Veit, Brooklyn; Robert H. Weems, Brooklyn; F. J. Wiemann, New York, and Walter G. Walsh, Jersey City.	
Three Centuries Each—Theodore G. Bachran, Philadelphia; Robert S. Campbell, Brooklyn; Miss G. H. Clark, San Francisco; Alfred Genereux, Lynn, Mass.; Arthur L. Mace, San Francisco; A. Schaper, Brooklyn; Charles P. Soulie, New York, and George Weirich, New York.	

Two Centuries Each—A. J. Cale, Newark, N. J.; Charles H. Chick, South Boston, Mass.; Dudley Colclough, San Francisco; Margaret Gast, New York; E. Groom, Tarrytown, N. Y.; W. A. Hubert, Sacramento, Cal.; B. W. Lowekamp, New York; Louis Lakowski, New York; H. W. Nelson, Brooklyn; Frank R. Riley, Jersey City; N. O. Tarbell, Lake Geneva, Wis., and A. F. Fahony, Brooklyn.

One Century Each—R. W. Blanchard, Cleveland, Ohio; Thomas L. Bird, St. Paul, Minn.; H. W. Clody, New York; Herman Diehl, Brooklyn; Frank A. Dyer, Brooklyn; Edmund P. Elmers, Chicago; Joseph G. Einwag, Brooklyn; F. W. Erdtmann, Brooklyn; F. Gebhard, Brooklyn; S. A. Geis, Cleveland, Ohio; John McWilliams, Brooklyn; Louis Missbach, Brooklyn; Charles N. Merritt, Brooklyn; John W. Peterson, Cleveland, Ohio; C. D. Peck, Sandusky, Ohio; J. G. Stiefel, Buffalo, N. Y.; Mrs. E. G. Trout, Buffalo; Urania Tyrrel, Philadelphia; E. W. Westergreen, Chicago; E. Warnke, Cleveland, Ohio, and H. Hillard, Jersey City.

Total number of centuries ridden during the year, 773.

The result of the mileage competition for 1903 is as follows:

	Miles.
1. Andrew Clausen, Chicago.....	10,339
2. Thomas J. Walsh, Jersey City, N. J....	7,181
3. Thomas W. Davis, Peoria, Ill.....	6,219
4. Charles L. Shoenart, New York....	6,174
5. F. E. Mommer, New York.....	5,610
6. J. E. Gregoire, Brooklyn.....	5,017

The above all receive handsome certificates for having ridden over five thousand miles during the year, and Mr. Clausen receives the national medal for the greatest mileage during the year.

Thomas W. Davis, in addition to the regular 5,000-mile certificate, receives a special certificate for having completed during the year the unprecedented mileage of 100,000 miles.

The National Membership Medal awarded for the member who introduces the greatest number of new members in the club during the year, was won by Thomas J. Walsh, of Jersey City, N. J., who put in twenty-one new members.

The century contest was hotly and evenly contested from the early part of the year between George W. Seaward, of Brooklyn, and up to late in November it looked as though the medal would go to the former. A combination of bad weather and poor roads prevented Mr. Clausen from doing much riding in December, during which month the Merrick Road was haunted by day and by night by the determined Seaward. Mr. Clausen, however, won the mileage honors with over ten thousand miles to his credit, and with a lead of three thousand miles over the second member.

There is a great list of gold medals to be won by C. R. C. of A. members during the year. There will be one gold medal given for each of the following performances: The greatest number of centuries ridden; the second greatest number of centuries; the third greatest number of centuries; the greatest mileage during 1904; the member introducing the greatest number of new members, the member introducing the second greatest number of new members. The foregoing

are the national prizes. In the New York State division there are offered gold medals for the greatest and second greatest number of centuries; for the greatest mileage during 1904; a gold medal for the woman making the greatest number of centuries, and twelve gold medals, one each for the greatest number of centuries ridden during each month. Two gold medals for new memberships also are offered.

Charles L. Shoenart, the new Centurion for New-York State, makes the following announcement:

"The following officers and committees have been appointed to conduct the affairs of the division for the year 1904:

"Deputy Centurions—For the district of Albany, John H. Boyd; for the district of Buffalo, J. G. Stiefel.

"Century Runs—Charles S. Schnepf, chairman; Harry B. Hall, secretary; Henry Veit, C. R. Fairchild, Edward Bailie, Harry E. Swart. This committee will conduct all century runs held under the auspices of the division.

"Racing—Oscar Lenz, chairman; Wilson Higinson, William G. Meister, Thomas Owens, Alexander Post, Harry A. Gliesman, Walter Raleigh. This committee will have full charge of all races conducted by the division, and will work in conjunction with the Century run committee on runs where a race home is a feature.

"Road Records—J. E. Gregoire, chairman; Gilbert C. Badeau, H. Wynd Gust, John Schuler, Albert Selle. This committee shall have entire charge of all record trials, provide checkers, timers, etc., and keep a complete record of all such trials. All persons (members or non-members) desiring to make attempts for records must give two weeks' notice to the chairman of this committee.

"Touring—Herman Diehl, chairman; R. S. Campbell, Henry Ollendorf, H. W. Clody, John McWilliams. This committee will organize and conduct runs to cities within a reasonable riding distance from New York, such as Philadelphia, Atlantic City, N. J.; Albany, N. Y.; Bridgeport and New Haven, Conn., etc. These runs are intended to give the members an opportunity to get away from the monotony of the official course, and to bring out those riders who have laid aside the "century," but who, if given the opportunity, will ride a double century or more on a "tour." The runs will be open, and all cyclists are invited to participate.

"Membership—George W. Seaward, chairman; William H. Mackey, Clarence A. Shedd.

"Press—Frank A. Dyer, chairman; H. Wynd Gust, Henry Mulholland, Harry Early.

"Auditing—John Bailie, chairman; Joseph G. Einwag, Herman A. Berls.

"There will be three regular open century runs held, viz.: The spring century, the moonlight and double and the fall record run.

"As has been customary, a series of informal century runs will be held in the early spring, beginning the first Sunday in April. These runs are open to all cyclists, whether members of the Century Road Club of America or not."

A PROMISING NEW CLUB

Formed by Brooklyn Cyclists as a General Athletic Body—C. R. C. of A. in it.

The much discussed athletic club that for some time has been in process of being formed in Brooklyn by wheelmen is at last a fact. Its name is the Phoenix Athletic Club of Greater New-York.

The formation of this club seems to have taken shape mostly through a sort of reorganization of the Greater New York Wheelmen, for it was formed at the clubhouse of that organization, at No. 475 Lafayette avenue, its headquarters will be there, and I. Roberts, president of the Greater New York Wheelmen, has been elected president of the new athletic club.

The new club does not declare cycling to be its chief aim, but a guarantee that cycling will have a conspicuous place in its activities is found in the fact that its offices and members are from the ranks of active riders. Members of the Century Road Club of America had a prominent part in bringing the new club into existence, which was launched on the night of January 14. Nearly one hundred members were enrolled. The new club will take a prominent part in all branches of athletic sports, and the new jersey, with the new emblem, will be seen capturing many first places on track and road in the near future. The new officers, I. Roberts, Henry Veit, Oscar Lenz, H. H. Smith and G. McDonald, are known as devotees to all kinds of pastime, while their level headed judgment will do much to make the new organization's career a successful one.

The courtesy of the Phoenix Athletic Club house, at No. 475 Lafayette avenue, has been extended to the Century Road Club of America for the fortnightly meetings of the Americas on the first and third Thursdays of each month.

Novice Makes a Record.

G. G. Cameron, jr., a member of the Eighth Regiment, and also of the Mohawk Athletic Club, broke the armory record in the final heat of the two-mile novice bicycle race in the Eighth Regiment Armory last Saturday night. The record for the distance was 5 minutes. The stop watches of three timekeepers agreed that Cameron did it in 4 minutes 59 4-5 seconds.

It was the second annual indoor games of the Mohawk Athletic Club and of Company H. Eighth Regiment, N. G. N. Y., that the race was held.

Summaries of the bicycle events follow:

Two-mile bicycle race (novice)—Won by G. G. Cameron, jr., Eighth Regiment, scratch; Everett Ott, Twenty-second Regiment (80 yards), second; H. S. Smith, Eighth Regiment (100 yards), third. Time, 4:59 4-5.

One mile bicycle (novice)—Won by C. Gardner, Sunset Wheelmen; Edward Zapke, Sunset Wheelmen, second; G. Marschlheuser, Sunset Wheelmen, third. Time, 2:40.

Says Colorado Cyclists Like Lamps.

The City Council of Colorado Springs, Colo., is divided on the question of the necessity for lamps on bicycles. At a special meeting of the Aldermen on January 21 a proposed ordinance to amend the ordinance compelling the use of such lamps was discussed, and opposition to its passage was raised by Aldermen Perkins and Holden. Alderman Verner strongly favored the abolishing the lamps on bicycles, but the other two gentlemen stated that they had had frequent appeals to vote against abolishing the lamps and they believed the weight of sentiment to be in favor of the present law. Mr. Verner said he was willing to have the matter laid over in order to give the people a chance to decide the question, but personally he wanted the lamps abolished and had found not a single persons who advocated the present law. The ordinance was accordingly land on the table.

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SOME LEAKY TIRES IS
TO PUT INNER TUBES IN
THEM, THUS MAKING
THEM DOUBLE-TUBE TIRES

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Merrick Wheelmen's Contested Election.

There was a lively contest over the election of officers at the annual meeting of the Merrick Wheelmen of Manhattan last week. The ticket elected was as follows: President, John Schuler; vice-president, F. E. Mommer; treasurer, H. Loebert; financial secretary, Charles Haaman; corresponding secretary, S. Klein; recording secretary, W. Kieber; sergeant-at-arms, George Walters; captain, T. L. Warren; first lieutenant, S. Klien; second lieutenant, H. Rettig; first color bearer, George Wuench; second color bearer, J. Wolf; first sergeant, E. Hutter; second sergeant, Oscar Lenz; surgeon, A. Danko; buglers, M. Sattler and M. Schwartz; trustees, S. Klein, J. Wolf and F. Mommer.

Captain Ames, who is said to be the tallest man in the British Army, has ordered a cycle with a girder frame. Captain Ames's height is 6 feet 7½ inches, and the frame of his machine is to be 31 inches high.

INDOOR TRACK IS NEEDED

Millbourne Club is Asked to Build a Velodrome and Rejuvenate Austral Race.

It is quite time that the Melbourne Bicycle Club took matters into their own hands, and with a few of the thousands which are lying at their bankers, erected a velodrome (covered in track) after the pattern of the Alexandra Veldodrome in London, says the Australian Cyclist, apropos of the Austral semi-fiasco.

The M. C. C., not seeing the necessity of going to the expense of putting down a proper track at their ground, will probably never move in that direction, and so long as this unsatisfactory state of affairs continues, cycle races will be at the mercy of the elements. Fortunately, the exhibition track is rideable in almost all weathers, but in the event of rain the spectators have to be considered, to say nothing of the men themselves. Then again, should the weather be threatening, the attendance is limited, and the sport suffers accordingly, and when the sun is scorching in an unclouded sky at mid-summer, the discomfort is almost as great.

But with an indoor track, no matter whether it rain or scorch, the cycling public need have no fear of being in the slightest degree inconvenienced. The suggestion was made to us long ago by an eminently practical mind, and last Saturday the conclusion was forced upon us in no uncertain way that an indoor track for Melbourne was an absolute necessity. As a paying concern it would stand alone, for every promoter would hail its advent with delight. The weather conditions would trouble them not, and the vagaries of the erratic weather clerk be scorned. Consequently all meetings would be held upon it, and, what is more, racing on midwinter evenings would become possible and should catch on with the sporting public.

As at present constituted, motor and cycle racing always draw a crowd, and the holding of such races during the long winter evenings, when the public could sit in comfort and follow the doings of their respective champions, should prove to be a profitable speculation, and at the same time handsomely repay the club for its initial outlay.

No Decadence, Says Chairman Porter.

Chairman Porter, of the national road records committee of the Century Road Club of America, is no believer in the statement that cycling or century riding is at all in a decadent state. Any one who thinks so should, he claims, take charge of the work of examining the application blanks and issuing the orders for century bars received by the C. R. C. of A. during the year.

ODELL AGAINST BOND ISSUE

The Governor Advises the Good Roads Convention at Albany to Modify Demands.

The fifth annual convention in the interest of road improvement in the State of New York opened at Albany on January 25, attended by 250 supervisors, representing the counties of the State. State Engineer and Surveyor Bond called the convention to order, and Assemblyman Jean L. Burnett, of Ontario County was chosen chairman. In his opening address Mr. Burnett called attention to the constitutional amendment pending in the Legislature, which provides for the issue by the State of \$50,000,000 in bonds to carry on an extensive and comprehensive system of highway improvements.

Recommendations as follows were made by the Standing Committee, of which W. Pierpont White, of Utica, is chairman:

"First—The equalization of State money going to the money system towns, so that these roads will receive 50 per cent. State aid irrespective of the assessed valuation of the town.

"Second—A special bill to appropriate \$6,000,000, \$2,000,000 of which is to be payable in 1904, \$2,000,000 in 1905, and \$2,000,000 in 1906, for the main highways.

"Third—The readopting of the resolution to bond the State for highway improvement.

"Fourth—The passage of a resolution recommending the granting of greater powers to the county engineer.

"Fifth—The passage of a resolution recommending the granting to the State engineer's department of the power to create a State standard in the money system towns for road work, and the withholding of money until the road work is properly done."

The report of the committee referred to its work, done under instruction of last year's convention in preparing the necessary legislation to lead up to a bond issue of \$50,000,000, and reported that an amendment to the constitution, having that end in view had been drafted and passed by the Assembly and Senate, by which bodies it must be passed again in 1905, after which it must be submitted to the people for their approval.

Under this constitutional amendment the committee says in its report, "it will be possible to thoroughly construct at least one mile in every ten of all the highways in every county of the State, so as to have a State system of 7,500 miles of road, so laid out by the local boards of supervisors in each county as to bring about not only continuous stretches of improved highway from one end of the State to the other, but to primarily bring produce from now inaccessible parts of the State to the shipping centers. Of the moneys raised the State

would be called upon to expend \$25,000,000. The counties would eventually pay to the State 35 per cent. of the remainder, or \$17,500,000, and the towns 15 per cent., or \$7,500,000."

Continuing, the committee says: "So great is the demand on the part of the counties for improved highways that there are now thirty-five counties having appropriated \$3,557,268 of their share of the cost of constructing 767 miles of highway. We therefore recommend the passage of a resolution requesting the passage of a special bill asking for the appropriation of \$6,000,000, making \$2,000,000 available for road construction in 1904, \$2,000,000 in 1905, and \$2,000,000 in 1906, when we expect that the bond issue will be available and the money available on the part of the State, county and town will then proceed at the rate of \$5,000,000 for each year for ten years, and so complete our main system of highways."

A delegation from the convention called upon Governor Odell during the second day of the convention. In addressing it the Governor expressed himself as opposed to any appropriation beyond a possible \$1,000,000 for highway improvement, and characterized the \$50,000,000 bond scheme as premature. He said:

"This is a great State. We have resources that almost stagger us when we study the figures of the State's assessment rolls. Yet our wealth is not so great that our people desire heavy taxation in any locality. Fifty millions of dollars in these days when money is so plenty may seem like a mere bagatelle, but if you consider the amount of money that will be necessary to liquidate that sum under a bonding plan, you will find that it will require \$74,000,000 to pay it in principal and interest.

"If you will now add to that amount which will be required to extinguish the debt already authorized by the people, the amount required to build the canal, you will find the total is \$230,000,000. Dividing this by eighteen, you will find that the amount required for the sinking fund and for interest charges will be greater than any direct tax that has been imposed upon the State, with one exception, since 1785.

"The requirements upon the State are growing not only in good roads construction but in every department. In 1875 but \$13,000,000 were required for its support, but the amount has been gradually growing until last year it was nearly \$25,000,000.

"The amount of our indirect revenues depends upon the prosperity of the country. Reduction in the valuation in the stocks of corporations produces a corresponding reduction in the amount of taxes paid by these corporations to the State. So that after the recent so-called slump in the stock market we must look for a decrease in those receipts. A question for you gentlemen to consider, therefore, is whether you are prepared to again have imposed upon your land a direct tax, greater perhaps than for years, or whether we should not hasten slowly in this matter of creating obligations and

measure our needs by the State's ability to meet them.

"I say to you now that unless you gentlemen are desirous of returning to the direct tax, it will be impossible to give you \$2,000,000 this year. The bonding scheme, it seems to me, is premature. But we are at a point where we can perhaps give an appropriation of \$1,000,000 without creating the necessity of imposing a direct tax.

"We are trying to finance, or I hope the Legislature will attempt to finance, some scheme which will relieve the land of the State from a direct tax for canal construction. This is possible, and it can be accomplished if you gentlemen of the rural committees will consent to relief in directions which will not only bring greater prosperity to you, but which will be in the direction of positive justice and right. However, if you grasp that which you have now and if you insist that the great municipalities of the State shall not be taken into consideration in these matters, then the time for the improvement of the highways must be put even beyond the time I have alluded to.

"It is wise for us to provide good roads. It is important that the farmers should have easy access to market, but it is more important that the financial administration of the State should be in directions which will make unnecessary the imposition of direct taxation again."

Massachusetts' Fine New Highways.

Ten years of persistent work of good road building, albeit the roads themselves were put down a few miles at a time, have had their effect, and to-day Massachusetts is held by competent authorities to hold first rank in respect to the mileage of improved highways.

During the decade of work the State has constructed a total of 500 miles of splendid highways, at an expenditure of several million dollars.

The popularity of the good roads move in the State is shown by the fact that in the last year the different towns have expended out of their own funds more than \$600,000, against \$50,000 expended by the State in these towns under the direction of the Highway Commission. This showing is remarkable in view of the fact that previous to the organization of the commission, ten years ago, comparatively little was expended on roads, although the highways in Massachusetts have always been of a higher order as compared with those of other States.

While the commission during the ten years has been building 500 miles of road, the towns have built between 600 and 700 miles, all of which are becoming part of the general system planned by the commission in the beginning. It is estimated that the work as originally designed will not be completed in less than twenty-five years, but long before that time the highways of Massachusetts will compare favorably with those of any country in the world. They have already attracted the attention of every one interested in good roads.

THEY BLAME THE STEEL

**When Tools Develop Defects in Hardening
—Trouble is Frequently Somewhere Else.**

Nine times out of ten, when a tool or other piece of work develops cracks or soft spots when it is hardened, the fault is laid to the steel, says E. R. Markham in the American Machinist. I do not wish to be understood as claiming that steel is always in a perfect condition when purchased, or that the hardener is always at fault when trouble is experienced, but I think I can safely say that in nine cases out of ten the steel, if properly treated, will give satisfactory results, provided the proper article has been selected for the purpose.

I have often been consulted in regard to the cause of trouble that parties were experiencing when hardening and tempering steel, and they have actually seemed to be provoked when they have found that the trouble was with themselves rather than with the steel they were using.

The broad minded man is always glad when he finds the cause of trouble, and is able to remedy it, no matter whether the fault is with himself or comes from other sources. I remember being consulted once in regard to certain springs that broke in use, the steel being claimed to be at fault. An examination of the grain where the steel was fractured showed it to have been overheated when hardened. Another source of trouble came from the fact that one portion of the spring was less than 1:32-inch thick, while other portions were much thicker. The temper had been drawn by flashing off the oil. This is, of course, a familiar method of spring tempering, and works very nicely where the pieces are of a uniform thickness throughout, and great care is used when heating. An experienced man can get good results if the pieces are of unequal thickness, provided he is extremely careful, but it is an unsafe method if practised by inexperienced men, especially if springs of the latter mentioned class are being tempered, as the lighter portions heat more rapidly than those that are heavier. The oil will burn on the light portions, and the spring is thought to be drawn low enough. It is at this point, but the heavier portions are still too hard, and break in use. On the other hand, if the heavier portions are drawn sufficiently, the lighter ones will be too soft, and will set when in use.

Now, the springs mentioned had been overheated when hardened. This, of course, materially weakened them, and rendered them incapable of standing the strain they might have stood had they been properly heated, as hardened steel is always strongest when hardened at its refining heat. Not only were the springs weakened by the excessive heat mentioned, but, being unevenly tempered by the flashing method, they were in about as unsatisfactory a condition as it would be possible to put them.

We experimented with some springs taken from the original batch that had not been hardened, and also with some that had been hardened. They were all properly heated and hardened, and the temper was drawn in heated oil, gauging the heat by a thermometer. When tested, they all proved satisfactory, and were pronounced all right; but it failed to convince the party that the steel was not at fault, and he would buy no more of that make, although, according to my experience, it was one of the best on the market. Yet, while he would not use the steel, he insisted on his man who did the hardening following my instructions to the letter when hardening the next batch, although they were made of a different steel.

Cycling for Functional Disorders.

In the Medical Record, Dr. Luther Halsey Gulick calls attention to that class of cases in which the patient is constantly demanding treatment for either real or imagined functional disorders. In discussing the indications for treatment, the writer says that in bicycling alone do we find the physiologic and psychic conditions adequately met.

This exercise has various factors in its favor. It is taken out of doors. Rarely are rooms so well ventilated as to be as fresh as country air. The direct effect of sunlight upon the tissues is secured out of doors and not indoors. One of the immediate results of bicycling riding is a large increase in the respiration. The effects of these increased respiratory movements upon the viscera constitute one of the important beneficial results of the exercise. The alternate pressure and relaxation which the diaphragm exerts upon the liver is a large factor in promoting the various circulations within that organ.

Success or failure depends upon the accurate need. The writer always tests the capacity of the individual for the exercise. He counts the heart beat after a certain time given to the exercise and then calculates the proper amount of exercise and its distribution in point of time. The bicycle saddle must be properly adjusted and the patient's spine must not be bent in the dorsal or lumbar regions. The spine may be erect or inclined forward.

The writer believes the bicycle to be a useful therapeutic agent in cases in which it is desirable to quicken the general organic functions of circulation, or respiration, and of digestion. It offers besides ample diversion and out-of-door air. It provides for exercise of the large muscular masses by a great number of small efforts. It is automatic and so productive of comparatively little fatigue.

The Origin of Horse Power.

By the experiments of scientists it was determined that a good horse can draw 125 pounds at the rate of three miles per hour for eight hours = $125 \times 3 \times 8 = 3,000$ pounds one mile in a day. Multiply this amount by the number of feet in a mile, and divide the product by the number of minutes in eight hours; the result is 33,000, which stands for the number of pounds raised one foot per minute, and this is now the admitted measure of a horsepower.

HERE'S THE PEDICYCLE

**Is a Combination of Skate and Cycle, With
Gears and Chains Ad Infinitum.**

Of all weird and wondrous "contraptions" one originating in Germany bears off the palm. It is dubbed the "pedicycle" and is a combination of roller skate and cycle, so complicated that only a deep German mind is capable of grasping its essential features. It is thus described by "Le Monde Sportif" and has probably suffered considerably in the translation:

"The pedicycle is a species of perfected roller skate. This apparatus is more rigid and simpler than anything that has been made up till the present. In reality the device works rather as a cycle, permitting a chain and a 'multiplication' (gearing) with sprocket wheels.

"On an extension of the sole are fixed two spring catches which engage in the gaps of an endless chain. These catches hold the chain when the foot presses on the ground, and slip simply when the foot is raised, in such a manner that the chain is controlled at each pressure of the foot. The movement is thus transmitted to the controlling wheel by an intermediate gearing. There is in front of the appliance a friction brake, which acts by a simple pressure of the toes. Finally, the controlling wheel is lodged under the centre of the foot pressure, which permits smaller circles to be described than with any model hitherto known.

"The whole article, although appearing sufficiently complicated, could scarcely be so described, and works, it appears, very well."

New Ordinance for Portland, Ore.

A new bicycle ordinance has been introduced in the Portland, Ore., Council. It is the same ordinance that was the bone of contention between the old Council and the wheelmen of the city for several months prior to the passing out of existence of the former. The ordinance which has been in effect for the last two months was very sweeping in its provisions, and created no little antagonism on account of its restrictions, but it was never enforced, and the wheelmen have been riding at will all over the city without restraint up to the present time. An ordinance was introduced in the Council which is very much like the one which was in effect before the last action of the old Council, and it is believed that it will meet with general satisfaction to all concerned.

Comparison of Friction on Metals.

When polished steel moves on steel, properly oiled, the friction is about one-fourth of its weight; on copper or lead, one-fifth; on brass, one-sixth. Metals have more friction when they move on metals of the same kind.

IT'S HERE!

The looked-for

Yale-California Motor Bicycle

made its initial bow at the New York Automobile Show last week. Its reception was ENTHUSIASTIC. Far from being over-shadowed by the big cars it was an object of mighty interest to every cycle dealer present and a large portion of the public as well.

Unless all signs fail the YALE-CALIFORNIA is a winner from the start and will prove a powerful stimulant to the trade of wide-awake dealers handling it. Of course agents of that splendid pair

YALE BICYCLES SNELL BICYCLES

have first choice.

Are you a Yale or Snell agent?

KIRK MFG. CO.—SNELL CYCLE MFG. CO.

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Cycling's Influence on Character.

Unstinted praise is bestowed upon cycling by the Archdeacon of London, himself a cyclist of many years' standing. The question was put to him: "Is it your opinion that, generally speaking, cycling can be regarded as a moral force in the world, especially so far as the working classes are concerned?"

The Archdeacon wrote a reply, heading his comments "The Influence of Cycling on Character."

"There is much to be said in favor of cycling. It enables people belonging to the working classes to get out into the country in a way that they never could before. The country always has a reviving, refreshing, and inspiring influence on dwellers in towns. The works of God in Nature are seen in the country, the hideous works of man chiefly in the towns.

"Again, the cycle enables working people to live in pure air, at a distance from their employment, and to find employment more easily. It is a great spur to intelligence and mental activity to see new places and scenes of historical or picturesque interests. A man who has this interest is not likely to care to spend hours inside the public house or in gambling. To young women it has brought a great amount of freedom, which it does not appear that they have misused. In village life it also has its effect. One of the drawbacks to such life is the risk of stag-

nation. Cyclists can see and hear much that is interesting and useful, and never certainly need stagnate. To the clergy it has undoubtedly been a great help in enabling them to visit about their parishes more easily.

"On the opposite side it must be said that on all hands evidence is given that cycling has decreased church-going, especially among young men. If they went once a Sunday they would redeem this delightful exercise from the suspicion of acting unfavorably on religion."

Oddities of Parisian Cycle Taxation.

The enforcement of the law regarding the taxation of bicycles in France occasionally leads to a curious state of affairs. When an owner registers a bicycle he is given a plate proving that the police tax was paid. Until this plate is returned to the tax collector he is supposed to be still the owner of the wheel. When selling the bicycle, and leaving the plate affixed, he is liable to go on paying for the machine he has not got for the rest of his natural life. A recent case was that of a former owner of two bicycles who had been paying tax for the last five years, and will go on paying it for fifty years to come, as he sold the machines forgetting to keep the plates, and now is unable to show them.

A side slip contest for motor bicycles is to be promoted by the London Auto-Cycle Club. It is scheduled to take place in March or

Riders Responsible for Chain Troubles.

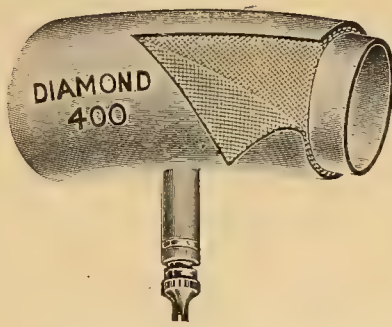
It is interesting to recall that six years ago an English chain maker stated that, not being altogether content with the results obtained in the past he had for some time systematically investigated the causes of chains wearing badly or breaking. It is obvious, he contended, that a chain composed of a number of parts (one hundred and twenty pieces per foot in the case of a roller chain) is more delicate than the wheel around which it passes, so that when working together if any difficulty arise between them the chain fails, even though it be blameless. Summarizing his investigations, the maker found that hardly three out of every hundred complaints were due to a really defective chain, while 17 per cent. may be traced to faulty wheels. The remaining 80 per cent are due to the neglect or ignorance of the rider.

In view of the undoubted advance that has been made in recent years, as well in chain as in chain wheel manufacture, there is reason to believe that the above statement as to the cause of chain troubles being mainly due to the riders themselves still holds good. On the other hand, it is unquestionable that the proportion of trouble has dwindled until it is only a small fraction of what it formerly was.

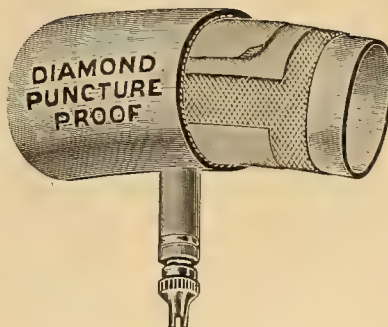
"The Motorcycle and How to Manage Them." Price \$1. The Goodman Company, 154 Nassau street, New York. ***



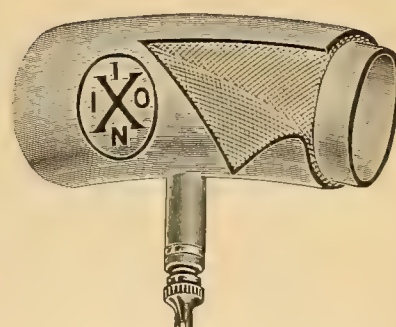
Fast and resilient. Guaranteed.



The best tire made for all around purposes. Also made with corrugated tread. Guaranteed.



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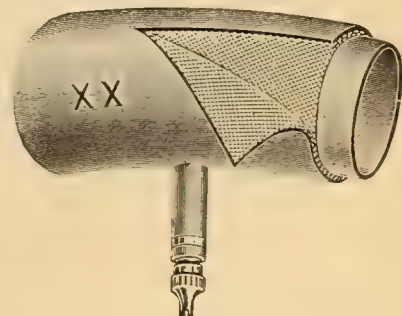
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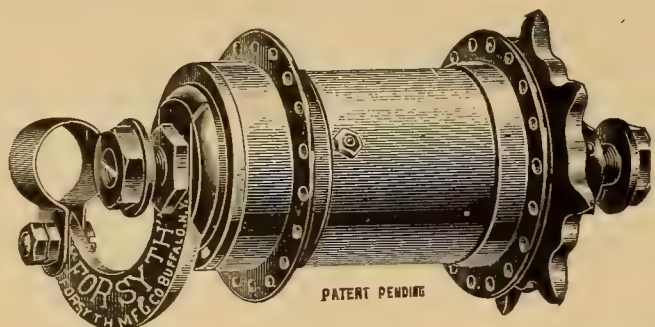
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ADJUSTABILITY

is one of the big features, but there are others, and
 the man who closes his brain to them closes his brain
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At **AKRON, OHIO,**

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At **NEW BRUNSWICK, N. J.,**

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Guaranteed and Unguaranteed Qualities.

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NEW BRUNSWICK, N. J.

Tempering a Circular Die.

An ingenious method of tempering a flat die, which was circular, was employed by an expert steel worker. The die was dead hardened, as usual, and brightened up. A piece of wrought iron was turned roughly into a ring, with a central hole very slightly smaller than the die, and of square section. The ring was heated to an even red in the forge, and, having then expanded sufficiently, was slipped over the die, being pressed flush on each side under a press or in a parallel vice. The color was then seen to come up from the circumference to the center of the die, and when the cutting edges reached the proper tint, the die was quenched, ring and all, in the water. This had the advantage of getting a more regular heat for the tempering, with the outside of the die slightly softer than the cutting edge—a great advantage—and the outside ring of soft metal allowed it to be gripped firmly in chucks or die holders without danger of breaking.

Loose Spelter in Tubes.

Never use spelter inside a tube which is to be closed up like the front or rear forks of a frame, because it is probable that some loose bits will remain inside to rattle, to the rider's annoyance. The following is a good dodge to stop such bits rattling: Buy a small metal syringe, and after the frame is enamelled, inject some thin liquid—like that used to fasten grips—into closed tubes through the small air vent hole, then shake the frame well until the bits get stuck fast and therefore cease rattling.

How to Dislodge Spelter.

Brazed joints should be lightly tapped with a small hammer when cooled; the tapping dislodges any scale or loose bits of brass inside the tubes, which bits may thus be removed from open tubes before enamelling the frame.

RIDE A**Cushion
Frame****MODEL.****The Highest Grade**

OF BICYCLE CONSTRUCTION AND THE MOST

**Luxurious
Bicycle Made****ALL DEALERS.****Thor
Coaster
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will be a part of the equipment on many of the finest wheels manufactured and sold in 1904.

Do not allow yourself to be deceived. Insist on having

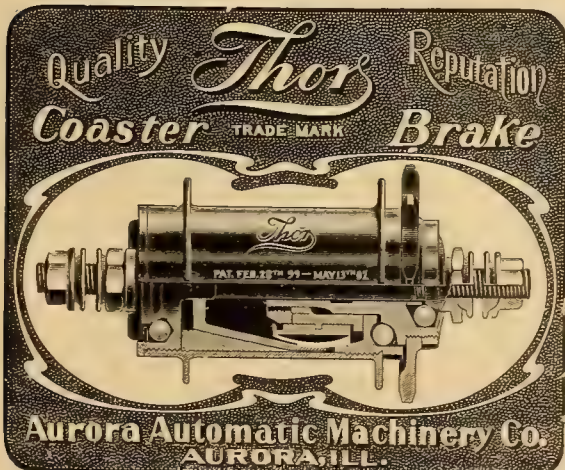
THE VERY BEST

It does not cost any more and insures satisfaction.

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**WESTWARD HO!**

Fresh from its triumphs
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The Indian

will betake itself Westward,
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will locate at

SPACE 185

CHICAGO AUTO SHOW

It will give the West an opportunity to see how superlatively different is the Indian from other Motor Bicycles

MEANWHILE

and as usual our address remains:

HENDEE MFG. CO.

SPRINGFIELD, MASS.

The Week's Patents.

749,865. Cycle Saddle for Supporting Rifles or Other Articles. John Jarvis, Kensington, England. Filed April 21, 1902. Serial No. 103,983. (No model.)

Claim.—1. A longitudinally divided saddle for use in carrying rifles, or other articles of similar character or shape, on cycles, having supports for the fore and after ends, the rods connecting the supports, a clip at the fore end comprising arms suspended from the tie rods and hinged to a vertically movable carrier, and a clip at the after end comprising a horseshoe shaped spring provided with a stem and means for holding the said stem in order to secure the spring in its closed position, substantially as described.

749,950. Free Wheel and Brake Attachment for Cycles. William Powell, Norman-ton, England. Filed August 20, 1902. Serial No. 120,398. (No model.)

Claim.—1. In a free wheel and back-peddalling attachment for cycles, the combination of a sprocket wheel consisting of an inner and an outer ring, the latter being free to slide on the former, a stud carried by the outer part, a brake connected to the said stud and consisting of an inner and an outer band connected together, one end of said brake being fixed to the inner part of the said sprocket wheel, while the other end is operated by the said stud, and the drum

and annulus against which the brake acts, the said inner and outer parts of the brake band being located between the drum and annulus, substantially as described.

750,069. Saddle for Cycles or the Like. Thomas G. Stevens, Greenhithe, England. Filed November 19, 1903. Serial No. 181,851. (No model.)

Claim.—1. A saddle for cycles and the like, having a supporting frame, a seat portion, toggle links connected to the supporting frame and to the seat portion, and springs connected to the central pivots of the toggle links and to the frame, substantially as described.

Drawing Temper from Steel.

There are several methods of reducing the temper of steel. One of them is to take a piece of flat iron bar, about three inches by half inch (or even thinner), and heat it to just under a red heat, and place on it the piece to be tempered, having first carefully brightened it on each side by means of emery cloth or grinding its two faces on the grindstone or emery wheel. After a few seconds it will be observed that the color will gradually change from white to a very light straw. Just as the yellow color becomes apparent, the piece should be turned

over on the hot plate, and the top side allowed just a second or two in contact with the hot metal. It should carefully be examined now, and when both sides assume a deep straw color, it should be dipped flat, sideways, as before, in cold clean water. The color given is, of course, approximate, as must naturally be the case when talking of different shades and colors.

Another method of letting down the temper, and which is preferable if the workman is sufficiently expert to adopt it, is to take the dead hard piece to be drawn, properly cleaned, and, holding it in a pair of tongs by two of its corner, keep it in a hot corner made in the forge fire previously. The fire should be at a good glowing heat, without smoke, and the piece should be held a couple of inches away from the coals or coke, whichever are used. The piece should be constantly turned round, so that all parts of it come in contact with the heat, and it should be watched that the color comes up evenly all round and over it.

"The Motor, What It Is and How It Works." See "Motocycles and How to Manage Them." \$1. The Goodman Co., Box 649,



Are You Alert Also?

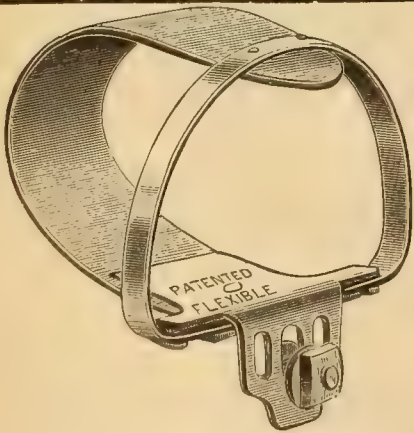
You Should See Our

1904 CAT ALOGUE 1904

...CONTAINING...

The Latest Novelties, Goods and Accessories for
Bicycle Builders and Dealers.

EXCELSIOR SUPPLY CO., - Chicago



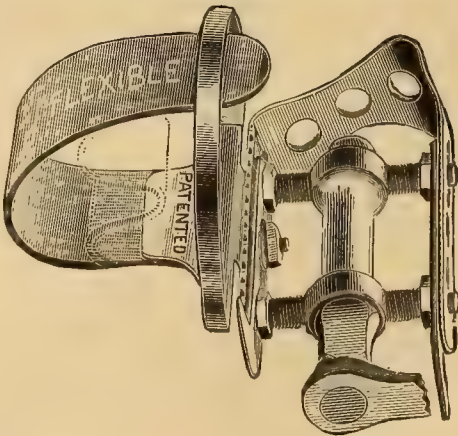
Patented June 19, 1900.

THE SUPERIOR
Toe Clip

The superior TOE CLIP is our flexible and adjustable leather toe clip.

It's simple and durable,

It is attached on the inside of pedal plate, which prevents the clip from turning on the pedal



COLE'S
Flexible and Adjustable
Leather Toe Clip

is built for long cranks and low frames. It cannot strike the ground. There is no pressure on the toes and no scratching of the shoes.

Send Catalog No. 10.

ALL JOBBERS HANDLE
OUR GOODS.

G. W. COLE CO., 145 Broadway, New York.

Makers of the famous *3inOne*

THE BICYCLING WORLD

FOUNDED 1877

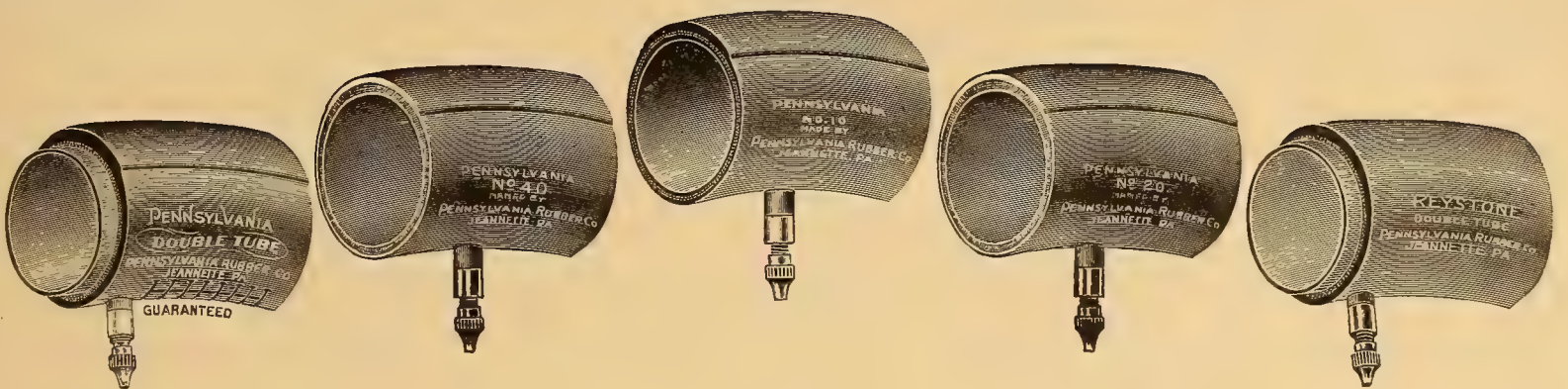
and MOTORCYCLE REVIEW

In which is incorporated "THE WHEEL" (New York) and the "AMERICAN CYCLIST" (Hartford)

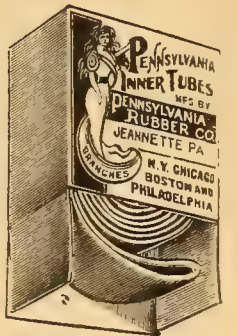
Vol. XLVIII.
No. 19.

New York, N. Y., U. S. A., Saturday, February 6, 1904.

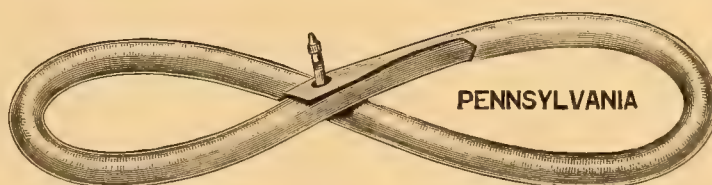
\$2.00 a Year,
10 Cents a Copy.



Pennsylvania Goods Have Proven the Greatest Success on the Market



INSIST UPON YOUR
JOBBER HANDLING THEM.



READING STANDARD

READING STANDARD BICYCLES AND MOTORCYCLES.

A MOST VALUABLE AGENCY. HAVE YOU GOT IT?

PACE FOLLOWER, \$60. RACER, \$50. ROAD-RACER, \$40. ROADSTER, \$25.

LADIES' LIGHT ROADSTER (with Coaster Brake), \$40.

LADIES' ROADSTER, \$25.

THE "THOROUGHbred" MOTORCYCLE, \$210.

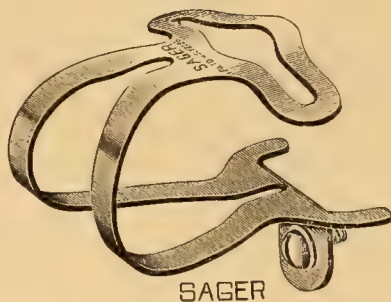
If there is no "READING STANDARD" Agency in your district
a post card addressed to the manufacturers will mean a lot to you.

READING STANDARD CYCLE MFG. CO., Reading, Pa.

READING STANDARD

WE MANUFACTURE

SAGER TOE CLIPS



High grade crucible steel, skilled workmanship and first-class finish place them in the front rank. Peculiar construction holds them firmly and prevents them from turning. Design and quality keep them in highest favor with the trade.

Complete your line by making them your leader.

THE STANDARD SPOKE AND NIPPLE CO.
TORRINGTON, CONN.

KOKO TIRE

The Best Ever

KOKOMO RUBBER CO.

KOKOMO, IND.



SPRING follows Winter, and with its return new life, vigor, and Bicycling comes to us all.

As a result of careful and wise experimenting, the

SPRING FORKS Improved for 1904

gives the comfort and pleasure that can never be had by riders on the old-fashioned rigid forks, and they are demanding this improvement on their new mounts.

As manufactured by **The George N. Pierce Co.**, it is the natural evolution of their Cushion-Frame construction, both work in perfect harmony and give the pleasure of Pullman Palace Car riding.

Dealers should have them for their benefit and profit. Riders should have them (especially women) for their comfort and happiness.

These FORKS are the greatest improvement on Bicycles for the season of 1904. They are made only by

THE GEO. N. PIERCE CO., of Buffalo,

and are used on both their celebrated Cushion Frame Chain and Chainless Bicycles. Catalogues and prices are ready, and will be sent to dealers from their **Buffalo, N. Y.**, factory, or branches in **Denver, Col.**, and **Oakland, Cal.**

“Just What the Cycling Interests Need”

is the almost general opinion of the

CYCLE SHOW

to be held in connection with the Sportsmen's Show in

**Madison Square Garden, New York,
February 19th to March 5th, 1904.**

IF YOU HAVE ANYTHING WORTH SHOWING, SHOW IT.

As Space is Limited, it is necessarily a case of first come, first served.

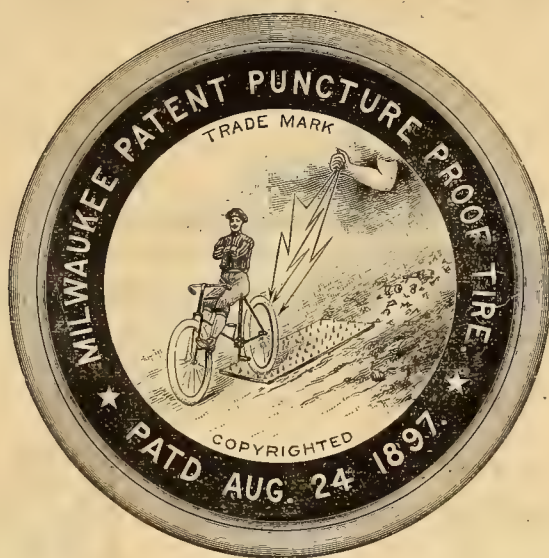
FOR PARTICULARS, APPLY TO

J.A.H. DRESSEL, General Manager, 1123 Broadway, New York.

Milwaukee Patent Puncture Proof Tire Company

ABSORBED BY THE

CONTINENTAL RUBBER WORKS.



ADDRESS ALL CORRESPONDENCE AND ALL ORDERS
To **CONTINENTAL RUBBER WORKS,**

Milwaukee Patent Puncture Proof Tire Dept.,

ERIE, PA.

A COMPLETE LINE OF

BICYCLE ACCESSORIES

CARRIED BY OUR

SUNDRY DEPARTMENT

The greatest variety and largest stock of the best goods at the best prices.

1904 CATALOGUES NOW READY.

POPE MANUFACTURING COMPANY,

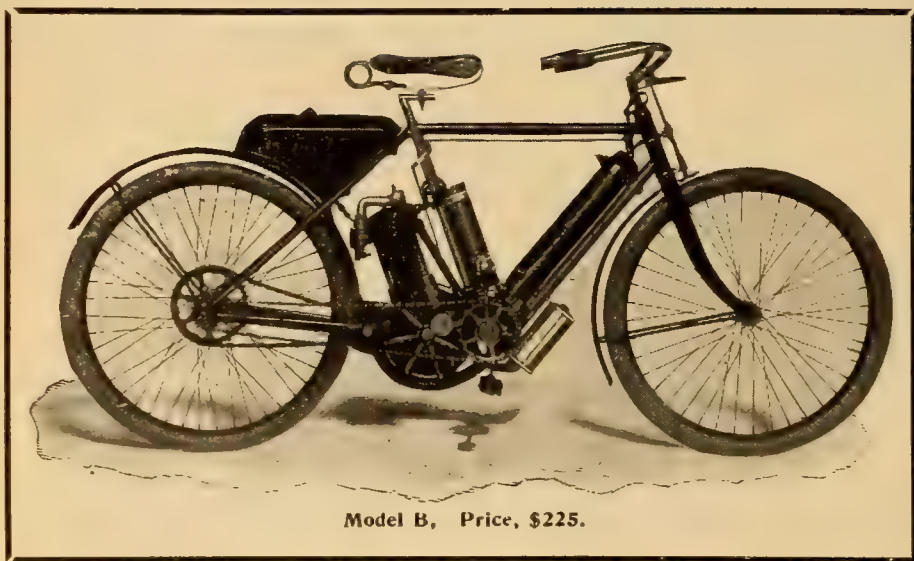
Eastern Department,

HARTFORD, CONN.

Western Department,

CHICAGO, ILL.

COLUMBIA, TRIBUNE and CLEVELAND MOTOR BICYCLES



Model B, Price, \$225.

are masterpieces of
mechanical skill.

PATENT SPRING SPROCKET,
INDEPENDENT ADJUSTMENTS,
LONG WHEEL BASE,
AUTOMATIC CARBURETOR,
POWERFUL MOTOR,
LEVER CONTROL.

Write for Catalogue and Agency proposition.

POPE MANUFACTURING COMPANY,

Eastern Department,

HARTFORD, CONN.

THE DEALER HANDLING

“RAMBLER” “CRESCENT”
“MONARCH” “IMPERIAL”

bicycles will reap the benefit of a thorough, well-directed

ADVERTISING CAMPAIGN.

WATCH THE MAGAZINES.

WATCH THE NEWSPAPERS.

Don't delay long enough for your competitor to get the agency for

POPE PRODUCT WELL ADVERTISED.

The name plates brand our machines with the guarantee of the
greatest bicycle manufacturers in the world, the makers of the

FAMOUS CHAINLESS BICYCLES,

TWO-SPEED GEAR,

COASTER BRAKE,

CUSHION FRAME.

POPE MANUFACTURING COMPANY,

WESTERN DEPARTMENT,

CHICAGO, ILLINOIS

“COLUMBIA” “CLEVELAND”
“TRIBUNE” “CRAWFORD”

are models

embodying all the modern inventions for luxurious bicycle comfort.

CHAINLESS BICYCLES

equipped with two-speed gear, coaster brake and cushion
frame promise the dealer good profit and permanent trade.

THE HIGH STANDARD OF POPE QUALITY

is upheld and the business pushed by a vigorous advertising campaign.

POPE MANUFACTURING COMPANY,

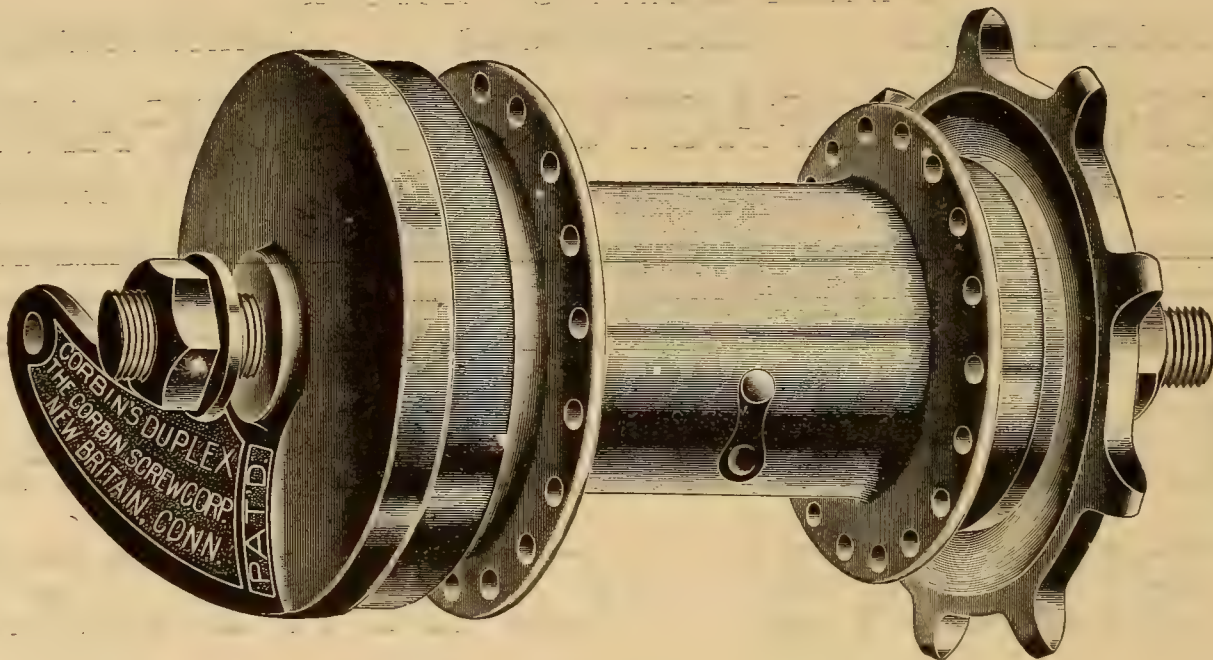
EASTERN DEPARTMENT,

HARTFORD, CONN.

Mrs. Partington

trying to sweep back the ocean with her broom was about as successful
as are the efforts to stem the mighty demand for

Corbin Duplex Coaster=Brakes.



Their Splendid record in the past, coupled with a present
surpassing excellence, continues to make the Corbin Duplex
the favorite alike of trade and public.

Made by

Corbin Screw Corporation,

NEW BRITAIN, CONN.

The Bicycling World

AND MOTORCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVIII.

New York, U. S. A., Saturday, February 6, 1904

No. 19

GETS PUNCTURE PROOF

Continental Absorbs Milwaukee Concern and Will Continue Making its Tires.

The Milwaukee patent puncture proof tire—practically the only one that has endured—is now the property of the Continental Rubber Works, of Erie, Pa., which concern last week took over and absorbed the Milwaukee Patent Puncture Proof Tire Co. The tire has been on the market since 1897, a patent covering it having been obtained in August of that year.

The Continental Rubber Works will have the advantage of manufacturing and selling direct to the trade. The high standard of the tire will be strictly maintained, and, inasmuch as the management of the Continental Rubber Works had charge of the manufacture of it was first produced, including the experimental tires, the trade can safely rely upon the maintenance of quality.

Speaking of the subject, Sales Manager Kelly, of the Continental Works, expresses the situation in this wise:

"The signs of the times point to economic features in the quality and utility of pneumatic tires. Bicycle riders are becoming expert in selecting their equipment, they demand better products than heretofore, and, while they are not willing to add to their burden heavy tires, they stand ready to encourage and patronize the producer of a light tire that will defy that ever dreaded puncture, carry them to and from their labor without expense, and at the same time afford resiliency as found in equally high grade tires of regular construction."

With the addition of the Milwaukee puncture proof to their already very complete line of bicycle tires and sundries, the Continental Rubber Works are in a position to supply everything needed in bicycle rubber goods. They are now running their factory overtime, and report a large volume of business contracted for the season.

Hartley Quits Jobbing Trade.

The M. Hartley Co., of this city, have relinquished all connection with the cycle trade. This means, of course, that they discontinued their jobbing department.

Day Plant to be Dismantled.

The plant of the Day Mfg. Co., Buffalo, which was purchased several weeks since by A. L. Garford, on behalf of his own company, the Federal Mfg. Co., and other creditors, notably the Snell Cycle Fittings Co., has been sold under agreement that it shall not be again used for cycle manufacture, and that it shall be dismantled within a stipulated period. The machinery has been distributed chiefly between the Snell and the Federal concerns.

Minneapolis Trade Chooses Officers.

At the annual meeting of the Minneapolis Cycle Trade Association the following officers were elected: President, J. N. Johnson; vice-president, E. H. Hammer; treasurer, Frederick Roach; secretary, O. Fenstermacher; board of directors, S. A. Parker, William Edwards, S. Stevenson, G. R. Johnson and L. P. Rice.

Sheriff Sells Lamps at Last.

A large lot of overripe Bundy gas lamps are about to have their glare turned on the public. They are the lot that have been in possession of the Sheriff of Chemung County, New York, for several years, or since the failure of the Bundy Lamp Co., several years ago. They were purchased last week by a so-called storage company of this city.

Good Man Goes Wrong.

Edwin Stoddard, for several years buyer for the jobbing house of Dunham, Carrigan & Hayden, San Francisco, was arrested in that city yesterday charged with embezzlement. He left the concern's employ on January 1, but his alleged peculations were not discovered until later. It is stated that he spend the money for automobiles and "good living."

Gibson Becomes Gibson-Short.

The business of Cecil E. Gibson, Indianapolis, has been turned into a company, the Gibson-Short Cycle and Automobile Company, which was incorporated under Indiana laws this week, with \$10,000 capital. Mr. Gibson, E. E. Short, W. H. Brown and E. M. Gibson are named as incorporators. A considerable enlargement of the business is in view.

Parker Goes to Pacific Coast.

L. D. Parker, president of the Hartford Rubber Works Co., left this week for a visit to the Pacific Coast. He will combine business and pleasure.

BEN DARROW SUED

Relatives Seek an Accounting and Want Wheelman's Co. Declared Insolvent.

Mary J. Darrow and James W. Christian, executor of the estate of Travilla C. Darrow, have brought suit against Ben L. Darrow and the Wheelman's Company, of Indianapolis, asking for judgment on certain debts, and that the Wheelman's Company be declared insolvent.

It is alleged that Travilla C. Darrow, some years before her death, mortgaged her property in North Illinois street, in Indianapolis, for the sum of \$2,500. This sum was then loaned to Ben L. Darrow. Later, it is said, she mortgaged another piece of property in the sum of \$900, and turned the money over to Ben Darrow. It is also charged that he received \$500 from Mary Darrow.

In February of 1896 Darrow's bicycle business was incorporated under the corporate name of the Wheelman's Company. This was capitalized at \$10,000. All the shares of stock, except one, it is alleged, were turned over to Travilla and Mary Darrow. However, the complaint says, neither of the recipients received any share in the profits of the concern, Darrow managing it for his own benefit solely. No meetings of stockholders were called.

It is further charged that on September 24, 1900, on Mary Darrow's demand for the payment of the \$500 due her, Ben Darrow prepared notes, and she accepted them. In signing these papers, it is asserted, she signed the release of all indebtedness on the part of Darrow and the release of all stock belonging to her in the Wheelman's Company.

Judgment for the amount of the various loans is asked of the court. It is also asked that the corporation be declared insolvent, and that plaintiffs be declared the equitable owners of the business.

Racyle Joins N. C. T. A.

True to their policy of supporting any movement that makes for price maintenance and the lessening of trade abuses the Miami Cycle & Mfg. Co. has joined the National Cycle Trade Association. As the active membership is limited to jobbers, the Racyle folk were necessarily added to the associate list.

INTEREST IN DETROIT PLAN

Hardware Associations are Attracted to it and are Considering its Adoption.

The operation of the Detroit Plan by the National Cycle Trade Association, covering as it does upward of a score of leading articles in the trade, is being watched with considerable interest by the members of the National Hardware Jobbers' Association, a committee of which is investigating the plan with a view of recommending it for use by the hardware people on certain lines of their goods.

A. M. Scheffey, secretary of the N. C. T. A., while in Philadelphia several days ago, had a conference with T. J. Fernley, secretary of the National Hardware Jobbers' Association, and also met while there W. C. Brown, secretary of the Heavy Hardware Jobbers' National Union, of Chicago. These associations and others are considering plans whereby better profits can be obtained on standard goods, and there is an increasing tendency shown that efforts along such lines should be continued.

The Southern Hardware Jobbers Association is also very much interested in the Detroit Plan, and have ordered one hundred and twenty-five copies of the pamphlet describing the plan for distribution among their members.

The hardware people have had some experience with the plan used by the skate manufacturers, which is rather a stiffer proposition than the Detroit Plan and which is regarded with great favor by jobbers who sell skates under the skate plan. This plan prevents jobbers from obtaining their profits on skates sold, before February 1 of each year, and then before the jobber can obtain his profit he must prepare and sign a statement that he has not cut prices on any of the skates which he has sold. The Detroit Plan does not go so far as this.

Publicity Begins to Bear Fruit.

The February popular magazines blossomed out with the first bicycle advertising of the year, and the ads followed right along the line which has been persistently advocated by the *Bicycling World*, that of using tinctures—attractive pictures, with rural glimpses and women in them. The advertisement of Columbia bicycles was illustrated by a handsome picture of a young woman with a wheel standing in the road in front of a suburban residence.

The result:

A casual visit at the Pope Manufacturing Company's branch at 12 Warren street, New York, was made by a representative of the *Bicycling World* during the week, and a chat on general topics with Manager Mason was had. After a pause in the conversation, which had not related to advertising, Mr. Mason began voluntarily:

"I am just beginning to get the results of

the first advertising in the magazines and I tell you it looks good. I got twenty letters to-day, and most of them were from women. They were business like inquiries, too."

Persons Finds West all Right.

C. A. Persons, president of the Persons Manufacturing Company, returned this week from a Western trip well satisfied that that portion of the country will hold up its end in the season's business. Mr. Persons instanced the R. J. Leacock Supply Co., of St. Louis, as an example. Although comparatively new, that jobbing house sold 1,600 bicycles during 1903 and is preparing for the biggest business in years during the current twelvemonth.

War Cloud Injures Export Trade.

The war cloud that is hanging so ominously over Japan has naturally made itself felt in the export of bicycles. One concern which at this time last year had shipped six carloads has up to now forwarded but one carload. If war ensues, as seems highly probable, it will mean the closing of the American cycle trade's best foreign market, Japan being the largest, its purchases approximating \$400,000.

Sheet Steel Advances.

Advices from Cleveland state that because they found present prices to be below actual cost of production, independent sheet steel manufacturers have advanced the price \$2 a ton at least. The American Sheet Steel Company's cut of \$8 per ton was met by the independents with a further reduction of \$2. Hereafter the quotation will not be less than \$47 a ton at the mill.

Great Winter and Prospects in Kansas.

"We have had the best winter season ever known and prospects are bright and certain for a monster business and increase of interest in 1904," is the exhilarating report of Schollenberger Bros., of Wichita, Kan., one of the brightest and most enterprising firms in the trade.

"War Order" for Tires.

What may be perhaps classified as "a war order" has been received by the G. & J. Tire Co. from Japan. The bicycle plays an important part in the Japanese army, and this is evidenced by the fact that the order in question is a contract for 3,600 tires for use in the army.

Crane Quits Racine for Chicago.

The bicycle and sporting goods business conducted by George Crane in Racine, Wis., until recently, has been sold to the Electrical Construction Company, of Racine. Mr. Crane will remove to Chicago to engage in another business.

Shader Sells Out.

Edward Snow and Roscoe Alexander have purchased the business of C. L. Shader at 1430 O Street, Lincoln, Neb., and will continue it at that address. The repair shop is one of the most complete in the State.

WILL FIGHT BANKRUPTCY

Embarrassed Firm Claims Creditors Applied Thumbscrews Contrary to Agreement.

Creditors of the firm of Sutcliffe & Co., Louisville, Ky., whose embarrassment was noted last week, have filed a petition in the United States Court asking that the firm be declared bankrupt and the assets of the company be turned over to the creditors. The action was instituted by the following creditors: J. M. Robinson, Norton & Co., \$900; Charles Rosenheim, \$10.48; Brinkhaus, Block & Co., \$17.12; Standard Oil Company, \$198; E. J. Willis, \$103.97; Robinson Bros. & Co., \$52.30; Diller Bennett, \$71.82; J. Bacon & Sons, \$128.39; Louisville Pillow Company, \$25.17.

The petition alleges that the plaintiffs hold unsecured claims against the firm for more than \$500 and that the debts of the firm are more than \$1,000. It further alleges that the firm is insolvent and unable to pay its debts and that an act of bankruptcy was created by the preference shown certain of the creditors in suits filed against the firm. It also alleges that certain of the property of the firm was transferred to other creditors in order to show preference.

No time has been set for the hearing of arguments on the case. Ira S. Barnett, president of the company, declined to make any statement. The firm has been doing a general mail order business for several years, taking on bicycles and, later, automobiles, to help along their trade. The defendant, through Attorney J. R. Watts, charges bad faith on the part of the plaintiffs.

"We have the signature of every one of the plaintiffs to an agreement, made several months ago, not to take action within a year toward forcing the company into bankruptcy," said Mr. Watts. "They have dealt in bad faith, and we intend to produce that agreement and to fight every effort at bankruptcy proceedings. We have been badly treated."

How the Demand is Running.

From factory reports on the returns from salesmen everywhere the prospect is clear for a big year's business. The sales of the Pope Mfg. Co. alone are known to have been 40,000 wheels up to the present time, and this warrants an expectation of sales amounting to 200,000 for the year by this one concern. As sample orders are nowadays based practically upon visible demand, and there is no particular optimism among dealers which would lead them to place orders unduly large, but rather the contrary, it is evident there must be positive prospects of a good demand in various parts of the country.

Fire last week badly damaged the repair shop of George Hylton, 199 Putnam-ave., Brooklyn, N. Y.

IT WILL SHAME CROAKERS

A "National" Book for 1904 That is Wholesome and Businesslike.

A clear, ringing note that puts the croak of pessimists to shame is sounded by the new catalogue of the National Cycle Manufacturing Company for 1904.

It is found in a brief introduction that is keen, logical, business like, and goes right to the spot. It has the beneficent qualities of an electric thrill and should wake up some of the sleepy ones. This is it:

"The consensus of popular opinion is that the use of the bicycle is growing annually less. If we believed it there would be small inducement to expend the time, effort and expense necessary to improve our product. As a matter of fact, we do not believe it for we have in our increased business of the past two years tangible evidence of its error. Our faith in the continued use of the bicycle and in its increasing use, is stronger to-day than it was five years ago. The bicycle has become a business vehicle. Its use as such is developing annually. Old riders finding no other exercise to take the place of the bicycle become riders again and their number will increase. The day of the fad may be past, but the day of the comfortable riding wheel is at hand. Believing this we have not sought new lines of manufacture, but rather have devoted even greater efforts than in past year to improve a line of bicycles whose name has always been synonymic with "best" and whose 1904 models will be found worthy successors to those which have placed the National in the forefront of American bicycles."

A notable feature of the national line for this year are the new spring forks, which were illustrated in the *Bicycling World* recently. The National people lay stress on the fact that as far back as 1893 they made and sold a fork with sides of flattened spring steel, but that repeated tests have led them to depart from that construction to favor one which they have found to be vastly superior. The new mechanism is simple, being made up of a double crown and two counteracting springs which are contained in the fork stem. It is comparatively light, weighing only four ounces more than the regular fork, and entirely absorbs the jar of the front wheel when riding over rough roads. This spring fork can be fitted to any National wheel having a frame 22 inches or higher, at a cost of \$5.

The well known and excellent features peculiar to the National construction, such as the scroll chain adjuster, which was patented in 1893 and has never needed improvement, the two piece crank hanger, another National patent, the sprocket fastener and the seat post binder are all retained and continue to give Nationals a distinctive individuality of merit.

The full National line for 1904 is a regular road model at \$40, No. 62 for men and 63 for women, models Nos. 64 and 65 with cushion frames, diamond and drop frames respectively, at \$50; models 66 and 67, chainless wheels with rigid frames for men and women at \$70; models 68 and 69 cushion frame chainless models for each sex at \$80; the National racer at \$50 and a special "pace follower" with 26 inch wheels and a short wheel base finished in "blue and silver."

England's Export Increase, \$653,500.

While the monthly returns sufficiently foreshadowed the state of affairs, the British export totals for the year 1903, which have just been published, make reading of the sort calculated to cause the American manufacturer to put on his thinking cap. While the American export declined nearly \$500,000 during the twelvemonth, England's foreign business increased, in round figures, \$653,500—from £717,123 to £849,839. The record by months is as follows:

	1902.	1903.
January	£51,047	£81,497
February	51,244	80,942
March	57,282	75,963
April	61,860	74,620
May	65,437	76,744
June	50,489	66,318
July	70,180	65,527
August	61,542	68,683
September	57,724	58,144
October	58,118	58,899
November	67,511	68,819
December	64,689	73,683
Total	£717,123	£849,839

In 1901 the total was £577,055, and in 1900 £531,169. In the boom year 1896, the exports attained a value of £1,860,972.

According to the official figures, while the exports last year increased remarkably as noted, the bicycle imports fell away as markedly—from £83,302 in 1902 to £29,135. The exportation of cycle parts, however, jumped from £61,233 to £69,907.

Cycle Show Draws Near.

As the time for the Cycle Show, to be held at Madison Square Garden, February 19 to March 5, in conjunction with the annual Sportsmen's Show, draws near, the assurance of its being a success and a representative exhibition is complete. Nearly all the spaces have been taken now, and those who have been postponing action will have to move lively if they want to get in it at all.

New Haven Concern Incorporates.

The Buell Cycle and Automobile Company, New Haven, Conn., was incorporated last week with \$2,000 capital, "to deal in bicycles, automobiles and other motor vehicles, motor boats, sporting goods, musical instrument and rubber goods." The following are named as incorporators: George A. Pickert, D. H. Buell and Edwin S. Pickett, all of New Haven.

HOW QUITTERS WILL LOSE

A Sales Manager Discusses the Situation as it is and is to be.

A salesman of much sagacity and experience who has charge of a large tract of territory for a big concern, while talking about the conditions and prospects the other day said:

"One of the troubles of getting sample wheels out is the lack of responsible buyers. So many of the regular dealers have given up that in many places there are left only the repair men with their little shops. Of course when you strike a place of fifteen or twenty thousand inhabitants, or more, you are pretty certain to find at least one good responsible dealer, but in the smaller towns you don't find them. We have complaints all the time at our New York branch and at those in other large cities, and also by mail from persons who cannot find samples of our new models anywhere in their town.

"The trouble is we can't sell to the poor, little repair man. He may be honest enough, but he has been grinding skates all winter and hanging on with whatever he could pick up until the season opens again. In the spring he has nothing but his tools and some debts. He would like to take a line of samples, and if he had them he undoubtedly could make sales, he certainly can't make sales without samples, but we can't accept an order for a bill of goods from such a man. It would not be business to do it. We can't let him have samples on consignment, either, for if you are going to put goods out at consignment, you might as well go out of business. So there you are—the repairer can't do business without samples and he has no means for getting samples. The people of his town have to order from catalogue by mail or go to the nearest large city to buy."

At this juncture the *Bicycling World* man queried:

"What's the answer?"

"Well, the business is coming back steadily and those who have stuck to it are doing better. In another year or two those who have quit will be kicking themselves because they did. A lot of business is now going to waste because it is not properly harvested by local dealers. Pretty soon new men will step in and reap all this, together with the accumulation."

Page Gives up Hardware.

S. Page, jr., who for fifteen years has been a dealer in bicycles, hardware and sporting goods in Waverly, Iowa, will hereafter devote his attention to the bicycle and sporting goods exclusively. He will close out his stock of hardware and remove to large quarters, where he will maintain a shop for the repair of bicycles and firearms.



The Osaka, Japan, Exposition of 1903

was the first International Fair given by the Japanese. The Imperial Government could not allot space enough in the regular buildings in which to display the American products handled by our representatives, so, at their own expense, they erected the building shown above. National bicycles were a prominent feature of the American display.

While Nationals are best known in the United States, there is hardly a civilized country in which they are not sold.

NATIONAL CYCLE MFG. CO., Bay City, Mich.

They are ridden
all over the world.



Our trade mark is recognized
everywhere as the mark
of the best.

It's a Simple Problem

to select your tires for

1904.

FISK TIRES

have given absolute satisfaction.

Less
Replacements.



Less
Annoyance.

LIBERAL TREATMENT.

PROMPT DELIVERIES.

GET OUR PRICES.

FISK RUBBER COMPANY, = Chicopee Falls, Mass.

BRANCHES:

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SPRINGFIELD,
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DENVER,
LOS ANGELES.

LONDON.

THE BICYCLING WORLD

FOUNDED 1877
and MOTORCYCLE REVIEW

In which is Incorporated
"The Wheel" and the "American Cyclist."

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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, FEBRUARY 6, 1904.

"Inclosed please find amount of our renewal for another year of the Bicycling World. We could hardly get along without it."—Nevada Cycle & Mfg. Co., Reno, Nev.

To Start the Season Rightly.

Decoration Day may be said to annually mark the opening of the road riding season. It is a holiday, and events run on that day are reasonably sure of a good attendance and a good entry list. It comes in the spring, when the sap of the trees and the blood of humanity begins to course anew. It is the supremely opportune time to promote the popularity of cycling.

Dealers everywhere would do well to make it a point to get together and hold a local road race or a series of races on Decoration Day. Even in small towns, which are not too near the scene of some large cycling event, the three or four dealers and repair men could promote satisfactory events, for they do not cost much. The entry fees pay for most of the expense, and the necessary prizes could be furnished by the dealers.

Whatever the investment, it would be well repaid in the long run by the additional activity and interest in cycling that would be induced.

Dealers have no idea how much they can do toward improving the conditions locally until they make the experiment of being active in the manner indicated and in other ways.

A couple of New York dealers during the past year have shown what can be done through an active interest in the sport. Each of these dealers now have large and active clubs named after them and riding their wheels. They promote races, give prizes and stir things up generally with a net result of greatly increasing their business. These men are splendid examples.

Opportunity Created by a Boom.

When those who have been through it look back upon the time when the bicycle boom was at its height and reflect upon the phenomena of those days and then carefully survey the situation of the present, with regard to automobiling, they cannot help from being impressed with the fact that the present conditions of automobiling exactly parallel those of the bicycling boom.

There is every indication that the boom in automobiling will reach fever heat this year. The craze is in the air and on every side are to be seen persons so inoculated with the automobile enthusiasm that they are mortgaging their homes and curtailing living expenses in order to indulge in this vehicular luxury and fall into the procession with the wealthy and fashionable faddists. This is exactly on a par with what happened during the bicycle boom, when improvident clerks and boys would actually steal in order to become possessed of a bicycle. The craze is not confined to the general public, but it has also struck the trade hard. It has cut into the bicycle trade deeply, and its demoralizing effect upon the cycle dealers is apt to be felt more this year than ever before.

In the consideration of the situation as it exists and in the prospect there is instruction from which wideawake cycling dealers may profit. A certain proportion of the cycle trade—manufacturers, jobbers and retailers—to use an expressive vulgarism, have "gone daffy" on the subject of automobiles. They see the larger profit in the sales of the big vehicles and are sadly neglecting the bicycle end of their business and are preparing to give it the cold shoulder of slight and contempt throughout the year. Even to small towns, where it would strike one as improb-

able that as many as two automobiles could be sold in a year, the craze has reached and cycle dealers in such places are found to be shunting their bicycle stocks to one side and taking agencies for motor cars.

These conditions cannot last, but while they are dominant they make splendid opportunities for clear sighted cycle dealers who choose to see the chance and grasp it.

The neglect of the cycle trade by so many means practically a very substantial reduction in the competition for trade.

Those who make their cycle business a mere secondary consideration are certain to lose a lot of it.

There is no question about there being at hand not a revival, but an increase in cycle riding and an improvement in the business. The automobile craze itself, which makes outdoor exploration more popular, will help the gradual return of cycling interest.

The business will be there this year to be done by some one.

The farsighted dealers who stick to their text and confine their energies to their bicycle business will be able if they reach out to grasp a lot of extra business that will pass by those who are diverting their energies into automobile channels. Better than this, they will build up a larger trade that will continue with them after the automobile boom has passed and when cycling continues to grow stronger as a settled institution among sports and pastimes.

The automobile boom is destined to hurt the bicycle trade this year, but it will blow good—lasting good—to those who know how to take advantage of the situation and do so.

Walthour's Prize.

Walthour's action in presenting a prize for a road race in his home town, Atlanta, Ga., is a remarkable occurrence in its way. It probably establishes a "record." It cannot be recalled that a professional racing man of note ever before contributed a trophy of any sort to further his own pursuit. Walthour is evidently qualifying for a halo.

To Our Discredit.

When within the limits of the same year our exports fall from \$2,581,255 to \$2,099,092 and Great Britain's increase in round figures from \$3,585,500 to \$4,249,000, who will attempt to offer explanation or excuse, or to say that American manufacturers are making the most of their opportunities or are living up to the American reputation?

CURTISS TWICE IN FRONT

Wins Honors at Florida Carnival—Hedstrom's Hard Luck and Ideas of Speed.

So far as concerns motorcycles, the automobile carnival on the Ormond (Fla.) Beach, which closed on Saturday last, simply proved what has long been apparent—that it is a mistake to mix motor cars and motorcycles. The two races for motor bicycles that were included in the programme created practically no interest, and received no publicity. Most of the officials acted as if motorcycles were present only on sufferance, and appeared anxious to get them out of the way as quickly as possible. Any sort of start was considered good enough, and although the one mile race was listed as a handicap event, no handicaps had been allotted, and the three entries were started from scratch, and although it was promised that the handicapping would be done later, nothing was done, despite considerable insistence, and no one knows to-day who was the rightful winner. G. H. Curtiss, on his big 5 horse power Hercules, finished first in 59.1-5 seconds, as was reported in last week's *Bicycling World*, but even Curtiss expected that the race, on handicap, would be awarded to W. W. Austin, of Daytona, Fla., who on a 1¾ horse power Indian, did the mile in the remarkable time of 1.09 1-5 for a stock machine.

The second event, the ten mile straight-away race, was run on Saturday, January 30, by Curtiss, Austin and Oscar Hedstrom, the latter also riding a 1¾ horse power Indian. They finished in the order named, Curtiss's time being 8.45 2-5—a splendid performance, and at that Curtiss did not get going at his best until five miles had been covered. Austin finished second, some five minutes to the bad, his spark plug cracking in the last mile, requiring him to pedal to the finishing line. Hedstrom quit at half distance. His big 5 horse power, double motor Indian, which he rode the day before, and with which he hoped to attack the records, was out of commission. After its poor performance of Friday, he examined it and found the key coupling the two motors badly stripped, which prevented the motors from working in unison. He was so disgusted that he returned home Saturday evening.

At last year's Ormond carnival Hedstrom, on a 3 horse power Indian, gave the big cars such a walloping that, to prevent a possible repetition of such an undesirability, motor bicycles were barred from competing in the open events of this tournament. They were forced to flock by themselves, and, as stated, played an insignificant part in the programme.

Hedstrom, however, considers the motor bicycle the fastest possible type of road vehicle. The comparative absence of weight, traction and wind resistance are chief con-

tributing factors, and, as for steering, Hedstrom says that at high speed the bicycle will practically guide itself. He yet expects



Oscar Hedstrom.

to place the mile record under 30 seconds. At odd moments during the year he has worked on a four cylinder motor with direct bevel gear drive, which is now partly completed, and which probably will be ready



W. W. Austin.

G. H. Curtiss.

within a year. It is unlikely, however, that it will be used at an Ormond beach carnival unless, as has been suggested, a day is given over to motorcycles. Hedstrom was as much impressed as any one by the petty part they played this year.

"Motorcycles: How to Manage Them." Price \$1. The Goodman Company, 154 Nassau street, New York. ***

TAYLOR DOES GOOD WORK

Two Days Off Ship, He Begins to Win—McFarland Suspended and Reinstated.

"Major" Taylor has had a variety of experiences since he landed in Australia, but on the whole has been doing good work. Incidentally Lawson and McFarland have learned that it is not as easy to play tricks on the negro in the antipodes as it is here. McFarland was suspended for a month by the Australian authorities for cutting off Taylor in order to help Lawson, but he has since been reinstated.

Taylor, after being only two days in Australia, competed in a mile handicap against all the strongest men in that country. Taylor was put on scratch, and he ran away from the field, getting the jump on his opponents when it came to the sprint. The same day the "Major" started in a mile open, and won this event handily. The reception accorded the "Major" is said to have been more spectacular than that of his previous visit. The most influential people in the country turned out to greet him, and the "Major's" great showing caused delight.

Four days after his first appearance in Australia he competed in a three-cornered match race, in which Iver Lawson and Floyd McFarland were the other starters. McFarland was in the race with the intention of teaming it with Lawson, in order to have Taylor defeated. After escaping several pockets that had been prepared for him, the "Major" brought thousands of spectators to their feet when he jumped the pair and got his sprint under way before Lawson and McFarland realized what had happened.

The "Major's" victory in this race was so sensational that he has since been in demand everywhere, as Lawson and McFarland, with the other American riders, had been cleaning up everything in Australia until the Worcester man landed and got his wheel in motion.

The latest advices from the land of the kangaroo reports the results of a meeting at Sydney, New South Wales, on January 1.

Lawson won the mile race and Taylor was second. Lawson was first in the three-mile contest and Taylor again second. Taylor was first in the five-mile race with McFarland second. Taylor was first in the ten-mile race, in which Lawson was second.

Before the races the disqualification against McFarland was removed and he was subjected to a fine.

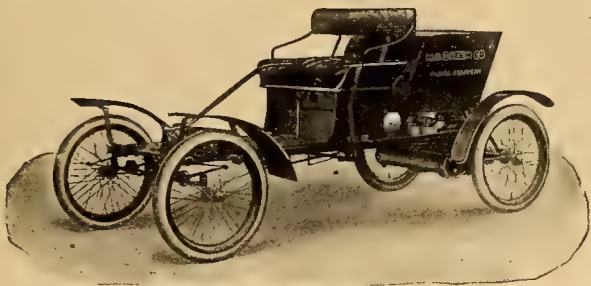
The "Major" plans to be in France in April, and about the 15th of that month he will race there. On the last visit of the "Major" to Paris about eighty-five thousand persons paid admission to a race meet where he was entered. This season the Parisians are wild over the sport, and an even larger crowd is possible.

THE SUN NEVER SETS

... ON ...

ORIENT BUCKBOARDS

They are ridden all over the United States, from the Atlantic to the Pacific. They are in use in New Zealand, Australia, and Japan. They are running in India, South Africa and Europe. We ship them to Brazil, Argentina, Chile and Mexico. Wherever they go the little machines win races and make friends. We receive letters of highest praise from riders all over the world.



Patented March 10, 1903.
" August 18, 1903.

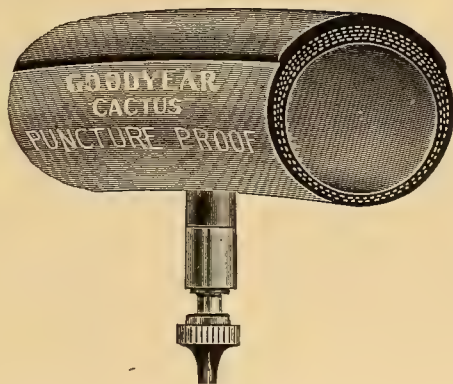
Our handsome 1904 Catalogue is now ready, illustrating the new model with two speed and all the latest improvements. It will be sent free upon application.

Now is the time to Secure the Agency.

WALTHAM MFG. CO., Waltham, Mass.

GOODYEAR PUNCTURE-PROOF TIRES

WEAR WELL



For five years this tire has been a leader.



A successful plan of making a LOW-PRICED "Puncture-Proof."

WRITE FOR PARTICULARS AND PRICES

GOODYEAR TIRE & RUBBER CO., = Akron, O.

AT THE ORMOND-DAYTONA (FLA.) CARNIVAL

JANUARY 29-30

G. H. CURTISS, of Hammondsport, N. Y.

ON HIS

Two-Cylinder 5 h.p. Hercules Motor Bicycle

PUT THE NEW

Morrow Motorcycle Coaster Brake

TO THE TEST.

He finished first in both events.

ONE MILE, 59 1-5 s. . . . TEN MILES, 8:45 2-5

We can supply this Morrow Hub with $1\frac{3}{4}$, 2, $2\frac{1}{8}$ or $2\frac{1}{4}$ chain line.

QUOTATIONS ON REQUEST.

The Morrow Motorcycle Hub is the fit companion for the regular Morrow.

You all know what that is.

ECLIPSE MACHINE CO.,

ELMIRA, NEW YORK.

THAWED THEM OUT

Brooks's Communication Awoke Echoes in 'Frisco and Some Explanation Follows.

Editor The Bicycling World:

According to "tales as told us," authors are generally unsuccessful in getting their articles published; but in my case my private opinion—as I supposed, privately expressed—finds daylight in the columns of one of the finest trade journals in the land, and still I am not happy, for the article in question has brought a regular hornets' nest about my ears. As you deemed it well to give my other remarks concerning "Frozen-up Tradesmen" publicity in The Bicycling World of January 16, I must have that for my excuse in now asking you to favor me.

Bearing in mind that "there are exceptions in all cases," it would seem that he who "runs might read" between the lines, and, with ordinary knowledge of the world, understand that there are as bright, intelligent men among bicycle dealers as in any other line; therefore, a bright, intelligent dealer would have no reason to take offense upon reading my article. I have met with dealers who are good workmen and evidently understand their business, but there are others, and it was the latter class that brought forth my remarks. Now that I have had experience I can conscientiously guide a friend to where he would get intelligent, fair and square treatment, but if he drifted from place to place there is no reason why he should have any different experience from what I had. At first I would go into a store and explain to the salesman that I had never mounted a wheel, knew practically nothing on the subject, but intended to buy at an early date, although not yet feeling fully qualified to make a selection. The result was that after a few questions my source of information would suddenly dry up, and I, feeling sorry for my own ignorance, and dazzled by a lot of wheels that looked all alike to me, would leave the store knowing no more than when I entered. A few days afterward I would again muster courage and make another attempt; and so it went for six or eight months, until, like the other old maid, I "found me man," and have not made any complaint since. He has done good work, has been very considerate, often making suggestions which an amateur would never think of in caring for a wheel, and I have paid whatever prices he charged for his labor, sundries, etc., so that our relations have been without friction. I have no doubt but there are many others here who try equally as hard to retain a customer as they do to get one, for they must realize that the mere profits on selling a wheel should not necessarily cover all transactions with a customer, for he has his little items of sundries, repairs, etc., just as long as he has a wheel, and he also

has his relations and friends who are more or less guided by his influence as to where they will also deal.

But, as I said before, I am really sorry my criticisms; or rather the telling of my experience, got into print, for self-application has been made by those who stand high in their line of business and are successful caterers to the public, and, being attentive themselves, suppose all other dealers are so; but it is the fellow that goes "drifting" in search of knowledge rather than buy a cat in a bag who has the varied experience; only it is better for his peace of mind to say nothing and saw wood.

Hoping I shall have no further reason to intrude upon you, and thanking you for past courtesies, I remain, Yours truly,

F. A. BROOKS, San Francisco, Cal.

Boston Club Prepares to Eat.

Notices are out for the twenty-sixth annual dinner of the Boston Bicycle Club. The date this time falls on Saturday, February 13, and the chosen place is "Hendries." "Hendrie" has been the club caterer for years, and his place is directly opposite Franklin Field, at the Blue Hill end of Talbot avenue. The invitations bear the characteristic ear marks of "Papa" Frank W. Weston, who acts as scribe by request. In part the invitation reads:

"There need be no anxiety about 'Home again,' for an abundance of late (some very late) cars will be available after the dinner.

"The price of each ticket will be \$2.50, which sum will include everything on the menu, even the appetizers and cigars, and the (ah!) superb beer which must by now be very near Boston, straight from the famous brewery of the Dubuque Malting Company in Dubuque, Iowa, where it was brewed eleven months ago especially for this occasion.

"As it will be more convenient for most of us to attend in our ordinary business habiliments, all are warned that evening dress will be—at least—frowned upon. The club badge is always en regle.

"Again there will be—as there must be now more and more—newly vacant chairs, but always can our pledges be as leal to those who once sat in them, as to each other.

"Such would be the wish of those who have gone before, such should be ours who still linger. Therefore with all our old-time, hearty good fellowship, let us foregather once more, pleasant memories and kindly thoughts behind, good will and hopefulness before us."

Stuyvesants Elect Officers.

At their annual meeting last Monday night, the Stuyvesant Wheelmen elected the following officers for the ensuing year: President, George Muller; vice-president, W. Nagle; recording secretary, H. Borchers; financial secretary and treasurer, Carl Lochman; captain, George Weirich; first lieutenant, Max Lochman; second lieutenant, Jack Westrich; first color bearer, William Nagle; second color bearer, John Borchers; surgeon, F. Berlenbach.

WANTS A CARBURETTER

Hapgood Knows Just What he Desires but Says he Can't Find It.

Editor The Bicycling World:

Although in its process of evolution the improvement of the motor bicycle has been most satisfactory in most of its details, and we now have remarkably efficient machines, an impartial survey of the field cannot fail to impress one with the fact that in the carburetter the advance has not been all that could be hoped for. It is the imitative rather than the inventive faculty that has so far been applied to this essential detail, and although one or two elementary types have been wonderfully improved and perfected it is only necessary to observe the vast difference in results obtained on the same machine by the expert and the ordinary man, without mechanical instincts or training, to realize that there is still something wanting.

The carburetter is the heart of the machine, and to make motorcycling popular with the general public, which cannot be expected to go very deeply into the why and wherefore of things, it seems necessary to provide a carburetter that will maintain the proper "mixture" under every condition of speed. It must be a case of "you press the button and the machine does the rest" carried to the utmost extreme possible.

The three elemental types of carbureters are the surface, the mixing valve and the spray. The first never found favor in this country, and is now fast falling into disuse even in England, where they cling so stubbornly to their first ideas. The other two forms are both used in this country, although the development of the simpler mixing valve has been almost abandoned in motor cycle practice for the more attractive and complicated spray device with float feed.

With the mixing valve, as usually applied, the gasoline feed is a fixed quantity, and gives altogether too rich a mixture on first starting; but as the engine speed increases, and more air is drawn in, the mixture improves until it reaches its maximum efficiency. Beyond this speed the proportion of air becomes excessive, the engine is starved and the speed falls off again. With the float feed spray carburetter it is necessary to flood the apparatus to enable the machine to start, and then, as before, the engine works up to a point of maximum efficiency of mixture; but in this case any increase in engine speed results in sucking in an excess of gasoline, and the mixture becomes too rich both for good results and economy. To remedy this defect it is customary to arrange auxiliary air inlets to "admit more air" in order to correct the defective mixture. That this explanation is incorrect requires but a moment's reflection, for the cylinder was already taking in all it could hold, and when

we notice that these auxiliary air inlets are invariably placed between the spray jet and the cylinder it is evident that their real function is to modify and diminish the blast of air at the jet, where it was drawing out too much gasoline. At engine speeds below the normal, or speed of maximum efficiency of mixture, the draft is not sufficient to draw out the proper quantity of gasoline, and on this side of the line there seems to be no attempt at compensation or correction.

It would appear from the foregoing that the carburetors at present used are only efficient at one particular engine speed, and while they might be most perfect for a stationary engine they are by no means adapted for use on a motorcycle with its constant necessities of change of speed. Moreover, even if the auxiliary air valves, or other corrective devices, were universally effective they are sadly out of place on a machine of this description, where more frequently than not the entire attention of the rider must be devoted to steering and regulating his speed. What is wanted is something that is entirely automatic under every condition; and another requirement is something much simpler and less liable to

derangement than even the best of the present complicated float feed appliances.

Like most people I know what I want, but do not know how to do it; but I do think I can point out the stumbling block over which most designers of carburetors have tripped. Heretofore it has been a generally accepted theory that "the air is the known and fixed quantity, while the gasoline is the unknown." That is the way it is usually stated, but exactly how designers think they have applied it I for one fail to understand. I submit that for all practical purposes the proportion of gasoline is just as definite and determinable a quantity as the air, and the inventor of the coming carburetor will have to abandon the tenets of the present school of designers and work on this line to achieve success.

I do not claim anything new or original for this theory, for I well remember as a youth at school watching many of the early experiments of George B. Brayton, one of the pioneers in gas engine work, and although he was trying to make an expansion motor and not one of the explosive class, he worked on the theory of definite quantities of gasoline and air—and he made an engine

that operated in a most effective manner.

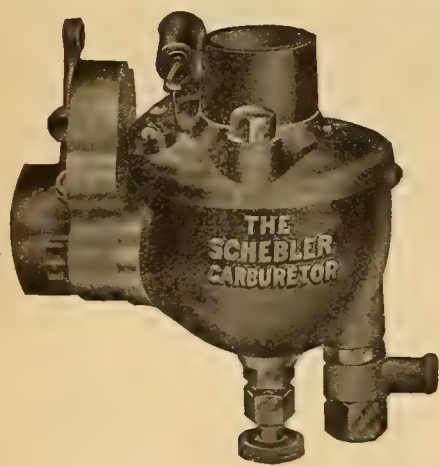
W. F. HAPGOOD, New York City.

For Armory Honors.

The two-mile bicycle race promises to be the most interesting event at the meeting of the College of the City of New-York, to be held at the armory of the 8th Regiment, on February 20. Among the flat-floor riders invited to compete are G. G. Cameron, of the 8th Regiment; W. G. Frank, 22d Regiment; Everett Ott, 22d Regiment; Charles Weber, Mohawk A. C.; Gus Perdon, National A. C.; A. L. Fritz, 23d Regiment, and H. F. Cranston, 47th Regiment. Just now Frank Ott and Cameron are having a merry struggle for the title of "King of the Armory Riders," and the coming contest will decide that honor.

Pope Issues a Valentine.

A Pope valentine is the latest novelty in the publicity campaign of the Pope Manufacturing Company. It is a tasteful creation in colors, representing a pleasant faced young woman, in pleasant surroundings, holding a bicycle.



SCHEBLER CARBURETOR

New Principle for
MOTOR CYCLES,
Weight $\frac{1}{2}$ Pound.

Has a capacity of 3100 revolutions
per minute. Will increase
speed 25 per cent. over
any other Carburetor.

F. H. WHEELER,
Sales Agent,
INDIANAPOLIS, INDIANA.

Bicycles—Tires—Sundries



We made our purchases of tires before
the prices advanced and are ready to
share the benefit with our customers.

The prices on our other goods are also of the
interesting sort. May we submit them to you?

Boston Cycle & Sundry Co.,
172 Federal St., Boston, Mass.

"FOX BRAND"



"ENDURANCE"

GET YOUR MONEY BACK

...IF...

INTERNATIONAL INNER TUBES

Don't stretch farther than any others made.

M. & W. PAT. PINCHED END,
DUNLOP AND G & J FOR **BICYCLE and AUTOMOBILE.**
WRITE FOR CATALOG AND PRICES.

INTERNATIONAL A & V TIRE CO.,

Factory and General Offices,
MILLTOWN, N. J.

"ENDURANCE"



"FOX BRAND"

COMPENSATING CARBURETTER

Automatically Regulates Mixture According to the Speed of the Engine.

On the better class of automobiles what is termed the "compensating carburetter" is rapidly coming into general use. It is designed to automatically regulate itself under all conditions of weather and speed and performing such farreaching service it is quite natural that a carburetter of the sort for

dirt to collect in the spraying nozzle, as the gasolene is supplied from the central depth of float chamber. Gasolene spraying nozzle D, Fig. 1, is located in the center of the float chamber, which is a special feature of the carburetter. The mixture is never affected by swiftly rounding a corner, rough roads, sitting in a tilting position.

Fig. 1 shows the internal construction of the 1904 carburetter, consisting of a spherical shaped bowl, containing the float and mixing chamber.

One of the greatest disadvantages of many carburetters is that the lack of satisfactory

nished by the compensating air valve A, which now opens more and more in proportion to the quantity of gasolene used. Thus the compensating air valve, when once adjusted, admits a regulated supply of air in accordance with the degree of vacuum produced by the piston of the motor.

Oil Cans for Motorcyclists

If it is true, as has been asserted, that an oil can is now rarely carried by the average cyclist, the practice of always having one at hand is becoming quite the vogue with motorcyclists. The latter, however, do

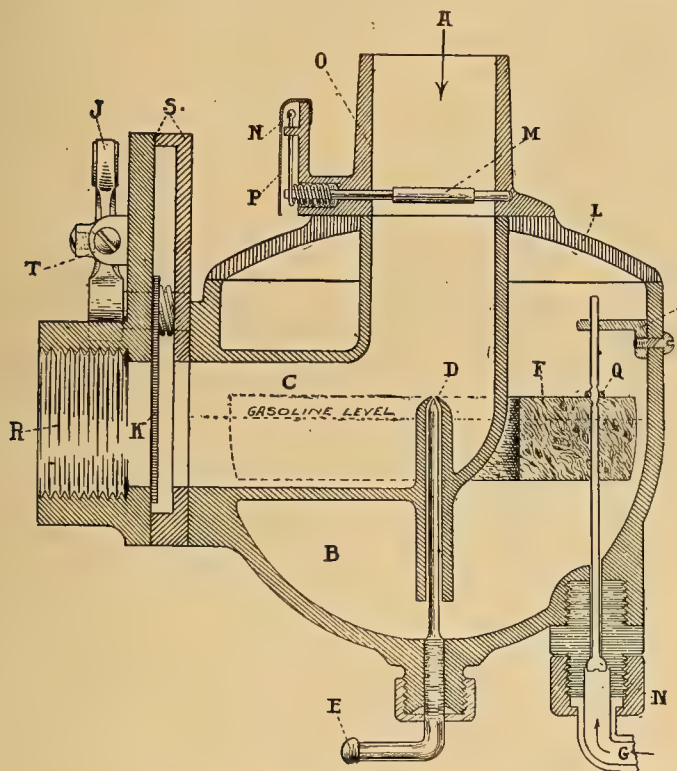


FIG. 1.

A, compensating air valve; B, float chamber; C, mixture chamber; D, spraying nozzle; E, needle valve; F, float; G, reversible union; I, float valve guide; J, throttle lever; K, throttle valve; L, float chamber cover; N, float valve; O, suction pipe; P, air valve spring cover; R, pipe connections; S, throttle valve cover; T, throttle lever stop.

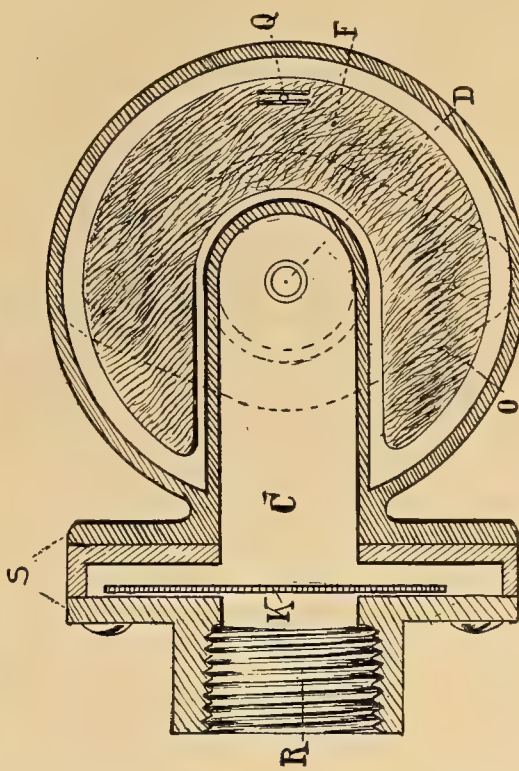


FIG. 2.

C, mixing chamber; D, spraying nozzle; F, compensating air valve and suction pipe. float; K, throttle; R, pipe connection; S, throttle cover.

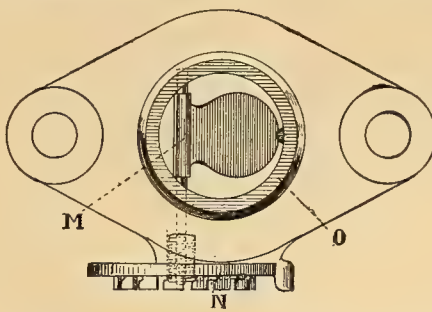


FIG. 3.

M, compensating air valve; N, compensating air valve, spring and adjusting notches; O,

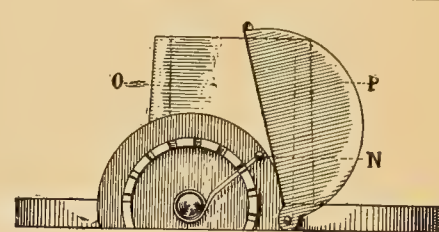


FIG. 4.

N, compensating air valve spring; O, compensating air valve and suction pipe combined; P, compensating air valve spring cover.

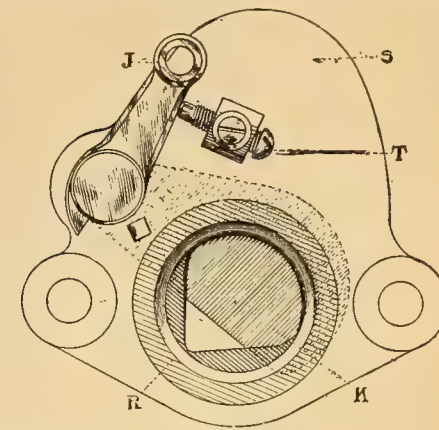


FIG. 5.

J, throttle lever; K, throttle valve; R, admission pipe; S, throttle valve cover; T, throttle lever stop.

use on motorcycles should make its appearance. The first person to seize this opportunity is F. H. Wheeler, of Indianapolis, Ind., and a highly responsible merchant of that city, who has obtained control of the Schebler compensating carburetter and is now offering it to the trade in motorcycle sizes. "Ten per cent. more speed with 10 percent less gasolene" is the claim made for it. The device is well shown by the accompanying illustration. It is constructed of nickel aluminum and brass. No iron or steel being used, it does not rust or corrode. The float is made of cork, heavily shellaced. Float valves are of brass, and has a link movement which insures perfect seating of valve. Gasolene is supplied through a reversible union which permits the line to run in any direction desired from the carburetter. Throttle valve is made so it can be placed on either top or side of carburetter, giving equally same results. Auxiliary air valves can be adjusted without the aid of tools. Needle valve being once set the throttle does the rest. It is claimed impossible for

method of securing a uniform composition of the explosive mixture of gas and air at different engine speeds. The regulation of the composition of this mixture, either had to be effected by hand or was accomplished by more or less automatic devices that were far from satisfactory. The Schebler, however, aims to perform this function perfectly, being based on the following principles:

When the motor is running at its minimum speed the air is drawn through an aperture of fixed dimensions. As the speed is increased, and consequently the flow of gasolene becomes greater, more air is required, and this additional supply is fur-

not use the cans to carry lubricating oil, but gasolene. The fluid is useful for so many purposes—to help the engine start quickly, to clean spark plugs, contact points, fingers, etc., that the pocket oiler, always ready for instant use, is likely to gain rather than lose popularity.

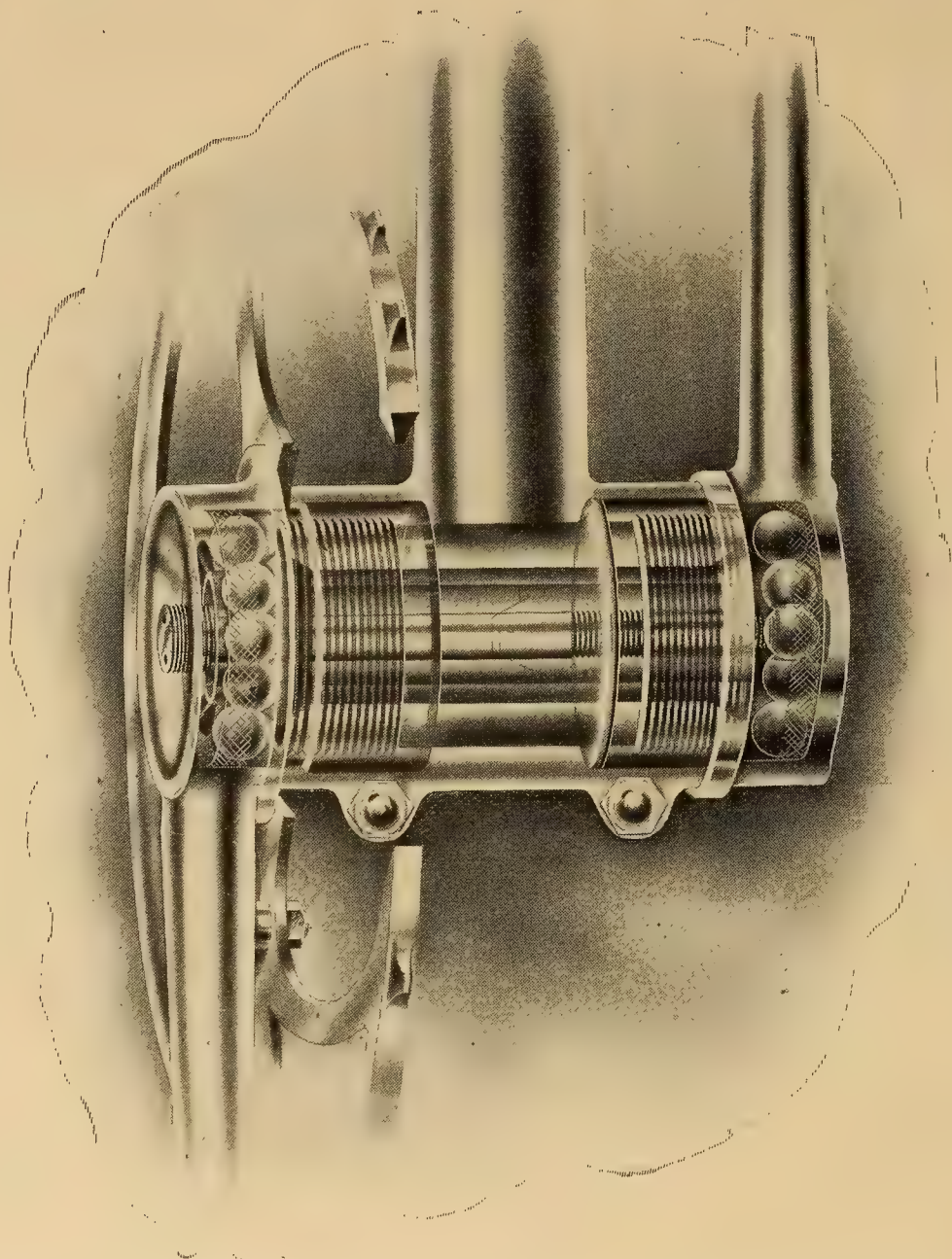
Percy President of "Auto-Bike."

A meeting of the recently incorporated Auto-Bike Messenger and Delivery Company, of Rochester, N. Y., was held in that city last week for the purpose of effecting an organization. An election of officers was held, with the following result: Charles E. Percy, president and general manager; Joseph R. Webster, vice-president; G. Townley Fries, secretary; Frederick A. DeVoll, treasurer. The officers act as directors for the first year.

Baer Buys Flock's Business.

Roy Baer has purchased the bicycle business of H. J. Flock, of Sterling, Ill., and will do a general line of repairing in addition to handling several makes of bicycles. Flock will hereafter confine himself to the hardware business.

That Totally Different Wheel,
THE RACYCLE,



when geared to 93 will travel over 24 feet to each revolution of its crank.

ACTUAL TESTS DEMONSTRATE

that **THE RACYCLE** pushes about one-third easier than any other bicycle.

Therefore,

it requires no more energy to ride a **RACYCLE** 20 miles than to push a **Bicycle** 15 miles or for a **Pedestrian** to walk 3 miles.

Say, Mister Dealer!

Isn't this a better talking point than **Price** or the value of some old "has been" nameplate?

GET THE RACYCLE AGENCY—Push it and you will win out.

MIAMI CYCLE & MFG. COMPANY, Middletown, O.

THIS IS INSPIRING

Old Story Told in Refreshing Style in New
Pope Book for 1904.

Like a gust of fresh ozone blowing into a cell filled with the miasmatic gases of decay comes the Pope catalogue of Columbia, Hartford and Vedette bicycles for 1904—the first catalogue of the Pope Company since the restoration. It is not only a thing of beauty, but a joy for every one who remembers the days of wholesome breezy catalogues that told something and inspired readers to get right out and ride.

This first product of the reorganized concern carries one back to other days. It is as refreshing as an ocean breeze. It not only tells something, but tells all that one wants to know—or nearly all. Its contents are not confined to bare specifications, and it is not merely a cheap circular with these specifications in mean, small type on flimsy paper. It is a bicycle catalogue that is fit to go to those who are not riders, and need some talking to on the subject—persons who are hungry for such talk and amenable to sound arguments entertainingly arranged. The new publication has something in it to read of the sort that makes one wish there was more, as witness this, the introductory:

"Rational living will be conceded by all to be the index of a high state of civilization. A well balanced existence, with its essential concomitants of exercise and proper food for mind and body alike, seems to be the goal toward which the twentieth century is aiming. The first step in this evolution involved the popularizing of outdoor life, not among men only or within the pale of certain societies, but with young and old of both sexes and of all ages. This is exactly what bicycling has accomplished. It took women into the open, pumped their lungs full of ozone, sent the fire of life through body and limb, enriched with anæmic blood and brought joy to the heart and a smile to the face of many who thought that life had nothing more of interest to offer.

"Backed by the medical fraternity, the wheel became a powerful instrument in overcoming sedentary habits; a blessing to men and women whose occupations housed them during many hours of the day. The short skirt was a natural sequence of events, and the initiative step opened the door for a general rationalizing of female costumes. This paved the way for many kinds of outdoor exercise, so that to-day mothers are stronger and children more robust than in the last generation.

"We are forging ahead, then, toward that well balanced existence, and we forget not to pay tribute to bicycling as the pioneer in the modern movement for a broader life.

"In the whirl of events we sometimes overlook things acknowledged to be of importance to our physical and mental balance; a new cult distracts our attention for a sea-

son, an innovation temporarily absorbs the attention, but in the end that which has been demonstrated to be of value prevails, and the things temporal give way.

"We have heard less of bicycling of late for two reasons. The business of manufacturing and marketing the goods has gone through an anomalous condition, and the neglect of adequate publicity has allowed our attention to centre on other things, though at no time has wheeling lost its hold on the people at large. During the past year there has been marked renewal of interest in the bicycle because nothing has ever been found to take its place, and also because the recent mechanical developments have made the wheel a wellnigh perfect means of easy and rapid locomotion. The wheel of to-day is as far ahead of the models of two or three



NEW YORK BRANCH 214-216 WEST 47TH STREET.

years ago as was the safety in advance of the old high wheel of yore—as much more luxurious as is a pneumatic tired vehicle more comfortable than the out-of-date iron bound buggy.

"The old devotee, as soon as he tries the chainless two-speed gear with coaster brake, becomes again an enthusiast, tells his friends and family of the new found joys, and so the contagion spreads.

"What think you of the value of a device which permits the rider to climb long and difficult hills without great exertion; which makes it easy for women to meet all grades and does away with the necessity of their dismounting at every considerable elevation? Isn't it a marvelous piece of mechanism which makes the bicyclist the master of the gearing, which enables him by a slight pressure of the foot to change from high to low gear for hill work and back again to high for level stretches? To-day the rider coasts down hill, not with his feet awkwardly high on foot rests, as of old, but in the irregular position on the pedals, which turn not save in response to his command.

"These are not dreams of developments to

be made in the ages to come; they are here with us to-day in tried and perfected form, and they are drawing men and women back to bicycling, a recreation which one and all admire, and which is destined in the future to do more for humanity than it has already accomplished, though even now individuals of all professions and of every walk of life place cycling in the forefront of health giving, enjoyable exercise. The wheel carries us close to nature's heart, and gives nature opportunity to build human health and happiness."

This wholly delightful matter is accompanied and supplemented by pictures which are inspiring—sylvan streams in leafy glades, with a bicycle path beside, and grand open sweeps of picturesque country that make one long for the freedom of the open and a wheel on which to traverse it all.

Proceeding toward the more thoroughly businesslike part, the catalogue first sums up admirably the various new productions offered. Further on the detail is given, with pictures showing parts and descriptive matter citing the virtues of the various features. It is good, and the hope is for more catalogues like this one.

The preliminary summing up of the Pope line is as follows:

"And so in the year 1904 we come to our patrons with the pleasing intelligence that we have in the bicycles presented in this catalogue not only maintained that high standard of quality by which other bicycles have been measured, but we have actually made more progress than in the several preceding years combined. As the result of months of hard work and constant experimenting, we offer in addition to the wonderfully successful Columbia two speed gear, the Pope coaster brake and other highly desirable features of 1903, the following new productions: The Columbia Chainless Models 134, 135, 138 and 139, newly designed throughout and nearly two pounds lighter than the corresponding machines of 1903; the "Columbia Superb" chain bicycle Model 132, a new machine, and a splendid addition to the Columbia line; an improved chainless cushion frame; the new Pope cushion fork; the elegant "Chryso-beryl" finish, original and a revelation; the Columbia "Special" saddle, the superior of which in design and quality of leather has not been seen; the Columbia folding tool bag; the Columbia "Rainy Day" mud guards, and refinements of lesser importance by the score. Not a bicycle in the line but has been improved. Not a point too small to be considered. For completeness in variety of bicycles, prices and special devices giving added efficiency, the Columbia line for 1904 meets every reasonable requirement.

"A careful buyer, even if he be not skilled in fine mechanics, cannot fail to recognize the advantages which arise from long experience, the most ample resources of every kind, and thorough tests of designs at every step. Any one interested in bicycles and fine machinery could profitably spend a day in our factories, and to such we extend a cordial invitation."

WALTHOUR GIVES A PRIZE

Offers One for Road Race in Atlanta and Tells how to Train for it.

Since his sensational win of the last six days race, "Bobby" Walthour is even more looked up to by the people of his home city, Atlanta, Ga. He is much more than a "little tin god on wheels," and the aspiring youth of the Southland takes the blond racing crack for a model and does everything possible to emulate him.

Walthour has offered a handsome gold medal as first prize in a ten mile road race for amateurs which is to be run on the Southern Memorial Day, which is observed in April. As a result, all the Atlanta riders with speed abilities or ambitions are preparing to strive for that medal. As soon as the winter breaks up and the roads become rideable the would-be champions expect to get to work on them. Meanwhile some of them desire to go through a similar course of training, and in response to numerous requests Walthour has drawn up a few rules on training, aimed especially at the ten mile distance.

"First of all get the latest and strongest road racing bicycle," he says. "Get a position that will suit or one that the rider can ride easiest with after getting a good position. Ride to get the lungs in good condition. To do this it is not necessary to ride hard and wind yourself, for this hurts more than any work that might bring on 'stale-ness.'"

"Never ride hard when the least bit tired, saving all the strength possible for the final sprint in the race. Start out to ride five miles daily and to finish up the ride with a fast quarter mile. To get the motion for a fast sprint at first, practise sprinting on down grades, for the secret of success in a road race is knowing when and how to climb hills and to sprint. Learn the road on which the race is to take place, study every hill and make your plans at different points of the road when you will use a sprint or to save your strength on a long hill. Do not depend on any other rider to help you out, but make all your own plans and stick to them.

"Eat only that which has muscle making qualities in it; avoid strong coffee, smoking, pies, heavy puddings, or any starchy foods, and, above all, alcohol or strong stimulants; take plenty of fresh eggs, milk and good steaks. Do not eat pork or green vegetables. Ripe fruit is good. Walking or running is good for the wind and lungs. Plenty of sleep, cold baths and massage for the muscles. By making plans of your own and using the above rules any rider, no matter how poorly developed, will be surprised in a short time at what he can do.

"It is not necessary to work yourself to death to get into condition, for a little work done right will do more good than lots of

work done wrong. Of course some riders need much more work than others to get fit, but every rider should be his own judge of that, and should start doing a little and increasing his work each day until he feels that he is getting along splendidly. After getting the wind and muscle in good shape, studying the road he is going to race over, then to practice sprints and, if possible, get a friend to time him in his short sprints and try to lower the time each day. Even though it is only a fifth of a second it is just that much, and this little might win the race. Even if he does not win the race, the training he has gone through will have given him great benefit, perhaps added years to his life."

Prizes for C. R. C. Members.

The New Jersey Division of the Century Road Club of America, which is fast waxing stronger, has mapped out a lively season, and much activity in promoting riding. Besides all the national prizes which are for all members of the C. R. C. of A., the New Jersey Division has offered a special prize, and there are five others offered by individuals. The list of prizes for 1904 riding by New Jersey members is as follows:

To those riding the most centuries, a handsome gold medal awarded—Donated by New Jersey State Division.

For every 1,000 miles ridden during 1904 a gold bar will be given free. This will be known as the "Walsh Bar"—Donated by Thomas J. Walsh.

All members riding ten centuries, and for every tenth century afterward, a gold C. R. C. bar will be given free—Donated by Harry Early.

To all new members initiated during January, 1904, on completion of their first century will be presented with a gold C. R. C. bar free—Donated by Harry Early.

To those procuring the most new members between January 1 and July 1, 1904, a handsome gold medal awarded. Five entries to qualify—Donated by Walter G. Walsh.

To those procuring the most new members during 1904 a handsome gold medal awarded. Fifteen entries to qualify—Donated by C. E. Nylander, National Secretary C. R. C. of America.

Hopper Plans a Track.

It is planned for Minneapolis to have one of the finest bicycle tracks in the world next winter. N. C. Hopper, the sprinter, who won the great Australian \$5,000 race last year, is back of the scheme, and will start actively at work on its consummation next fall.

The plan is to build a fast eight-lap covered track in the downtown district, and the enclosure will also contain a clubhouse and training quarters for the riders. Not only will this be used by local riders, but a series of races will be scheduled in which the world's fastest riders will figure.

Hopper is now in California, training.

F. A. M. WINS ITS POINT

Automobile Association will Carry Out Agreement and Amends Bill Accordingly.

The New York State Automobile Association, which sought to include motorcycles in the bill which it had introduced at Albany, has finally cleared up the misunderstanding or controversy that existed and that aroused the Federation of American Motorcyclists to action.

In a letter to President Betts, of the Federation, President Hotchkiss, of the Automobile Association, states explicitly that the demands of the motorcyclists have been acceded to and the bill so amended that it will not only not apply to motorcycles but will specifically exempt them from its operation, if it be passed.

The bill is due for a public hearing on Wednesday next. In order that there may be no slip-up and that the motorcyclists' side shall be properly presented, if necessary, Chairman Schwalbach, of the F. A. M. Legal Action Committee will go to Albany to attend the hearing.

Vanderbilt an Expert.

A dispatch from Palm Beach declares that William K. Vanderbilt, Jr., is a trick rider. This is the way it reads:

"Careful training has much to do with steadying the nerves of expert automobile drivers. Monday W. K. Vanderbilt, Jr., gave an exhibition of his steady nerves in front of the Hotel Poinciana. He did his 'stunts' on a bicycle with the quickness, deftness and grace of a professional trick rider.

"The automobile crack vaulted over the handlebars, rode backward, jumped and bucked the machine as if it were a bronco, stood on one pedal, on the saddle and rode forward and backward.

"A bystander watching the exhibition of steadiness said: 'Degeneracy in our rich families? Well, rather not.'"

Finger and Eifler Mileage Leaders

The mileage competition of the Century Road Club Association for 1903 was won by T. E. Finger, of New York, with 13,113 miles, including 101 centuries. This gave him 23,213 points. The others foremost in the competition, given in their order, were: J. M. Eifler, 13,777 miles, 67 centuries, 20,477 points; A. B. Eifler, 12,503 miles, 56 centuries, 18,103 points, and M. Zaconick, 11,841 miles, 59 centuries, 17,741 points.

Monitor's Home Trainer Contest.

The popularity of home trainer contests grows. The Monitor Cycle Club's eighth annual entertainment and ball will be held at Saengerbund Hall, Brooklyn, on Saturday, February 27. The main events of the evening will be the one-mile championship of Greater New-York, on the home trainer, open to all, and a five-mile pursuit race between members of the club.

There's no longer an excuse for the man who wants one, but who "can't afford a motor bicycle."

THE MOTORCYCLE MAGAZINE

has made it possible for any man possessed of a few pounds of energy to obtain

A Motor Bicycle Free

If a proposition of the sort interests YOU, send your name and address to

THE MOTORCYCLE MAGAZINE

154 Nassau Street, ✱ New York

How Our Market was Opened.

As early as 1894 I created a market in Northern Europe for American bicycles, says a writer in World's Work. Scandinavia was my first field. I had a stock of 500 high-grade American bicycles at \$110 a piece to dispose of within four months.

I advertised—to have the natives pilgrimaging to our headquarters in droves, but not buying. All admired the cycles, but all were afraid to ride. Wooden rims and single tube tires alarmed them. Several prodigiously fat men were therefore prevailed on to purchase against a heavy discount, and proved to be practical advertisements.

Then I was permitted to send Prince Christian, a nephew of the Czar of Russia, a wheel on approval, with which he entered into an impromptu race with his paternal uncle, Prince Waldemar, and beat him. Then Waldemar rode Christian's wheel and beat him. Their royal highnesses at once admitted that it was "in" the wheel, and forthwith gave us their order.

The aristocracy followed suit, and by the next season a bicycle was not a bicycle in the popular estimation unless it had wooden rims and single tires.

Praise for Massachusetts Roads.

M. O. Eldridge, of the good roads division of the Agricultural Department at Washington, recently made a trip of 350 miles in the Cape Cod section of the State. He rode from Boston by way of Dedham and the Attleboros, to the Rhode Island line, then to Taunton, Fall River and New Bedford, then through Barnstable County and back through Middleboro, South Duxbury and around the south shore to Boston. This trip took three days, and on completing it Mr. Eldridge said he had seen nothing to equal these highways in this country, and nothing in foreign countries that would excel them.

During the last year work has been carried on by the State commission in about 180 municipalities. In the majority of cases the bits of road constructed have been additional links in the general system, but in some instances they are the beginning of new ramifications. The system, as originally designed, provides for eight great State highways, running in different directions, and many of these are already in excellent shape over their entire course. Most of them have Boston as a starting point and reach out over the State.

Tinkering the Massachusetts Law.

Two petitions have been presented to the Massachusetts Legislature, asking that changes be made in the present automobile law. One changes the present law in regard to speed so as to make the rate at which motorcycles may travel twelve miles instead of fifteen in the country and eight instead of ten in the cities. The other provides that no automobile weighing over 2,000 pounds shall be allowed to travel faster than eight miles in the city and twelve miles in the outlying country.

One Mile, 1:09 1-5

That's what
the first

1904 Indian

(ridden by W. W. AUSTIN)
did in the first race of
the year—that on the

ORMOND, (Fla.) BEACH

January 29th.

It was a stock model,
and all other 1904 Indians
are in the same class.



AS IN 1903

men who want motorcycle
satisfaction and dealers who
want real profit will ride
and sell Indians.

Are you one of them?

HENDEE MFG. CO.

SPRINGFIELD, MASS.

20,000 BICYCLE TIRES

at the old Prices.

Coaster Brakes All Makes.
4,000 Assorted Saddles.

WELL KNOWN MAKES AT HALF PRICES.

Lamps, Bells, Handlebars, Etc., at Eyeopening Prices.

We don't advertise Trade Prices, but will gladly send them with our 120 page Catalogue to all dealers.

E. J. WILLIS CO.,
8 Park Place, New York.

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MIAMI CYCLE & MFG. CO.,

Middletown, Ohio.

PM

is a Graphite Paste that melts and flows o the rivets.

Made of *3 in One* Oil and 97 per cent. pure graphite.



No. 3



No. 1

THE ONLY
PRACTICAL GEAR
AND CHAIN
LUBRICANT
ON THE MARKET.

Stick Lubricants Cannot Penetrate in This Way.

For **Gears**
and **Chains**

The Brush in Tube No. 3, The Brush in Cap No. 1, are handy and clean methods of application.

SEND FOR OUR COMPLETE CATALOGUE No. 10.

G. W. COLE COMPANY, 145 Broadway, New York.
Makers of *3 in One* All Jobbers Handle Them.

IF IT'S A...



MOSSBERG BELL
OR A
MOSSBERG WRENCH

You may be sure it is the right article at the right price—one that pays the dealer a profit and gives satisfaction to the user. If you're not posted on our line, drop us a line.

Frank Mossberg Co., Attleboro, Mass.

"The A.B.C. of Electricity"

will help you understand many things about motors which may now seem hard of understanding.

108 Pages.

50 Cents Per Copy.

THE GOODMAN COMPANY,
34 TRIBUNE BUILDING, NEW YORK,

Can You Read The Signs of The Times?

The demand for Motor Bicycles half-dormant until now, chiefly because the possibilities of the splendid little machine have been over-looked or half-looked into, shows signs of a general awakening.

TIME HAS DONE WONDERS IN MACHINES AS IN SENTIMENT.

Dealers who formerly looked askance at the machines offered them, now unite in agreeing that the motor bicycle today as exemplified in the

Yale-California Motor Bicycle

is entirely practical and commercially an attractive proposition.

WE MAKE THE YALE-CALIFORNIA MOTOR BICYCLE FROM THE FORGINGS TO THE FINISH.

We honestly believe it to be by far the best Motor Bicycle ever built.

The **Yale-California** is not an experiment, either. The **California Motor Bicycle**, out of which the bigger and better **Yale-California** sprung, made an enviable record for itself all along the Pacific coast where it is an odds on favorite. We'll be glad to tell you more about it.

The **Yale-California** is but one of many attractive inducements for live agents to become

YALE BICYCLE
or
SNELL BICYCLE

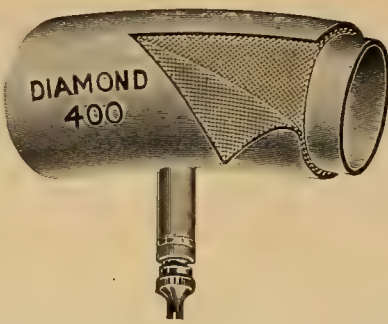
agents.

Are you the kind of an agent we want, and do you want us?

KIRK MFG. CO.———SNELL CYCLE MFG. CO.
TOLEDO, OHIO.



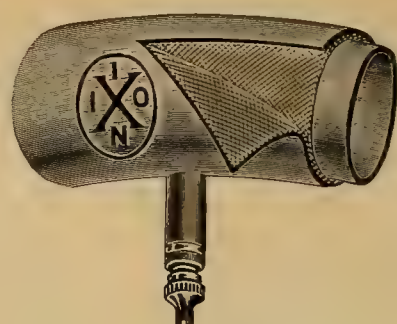
Fast and resilient. Guaranteed.



The best tire made for all around purposes. Also made with corrugated tread. Guaranteed.



A good tough tire for severe conditions. Guaranteed.



Strictly high grade. Very durable. Guaranteed. Plain or corrugated tread.



1920—Double tube. None better. Guaranteed. Niagara—The best unguaranteed double tube tire.

BRANCHES:
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NEW YORK—15 Warren St.
NEW YORK—1717 Broadway.
BOSTON—174 Columbus Ave.
PHILADELPHIA—304-306 N. Broad St.
BUFFALO—41 Court St.
DETROIT—310 Woodward Ave.

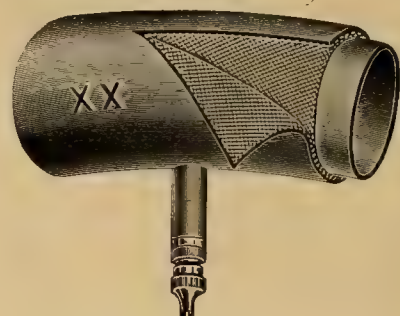
A Line to Enthuse Over.

Also ask about
Reliance Puncture Proof Tires

and the
Unequalled Diamond Inner Tubes.

NEVER SUCH QUALITY and QUANTITY FOR THE
MONEY BEFORE.

**THE DIAMOND
RUBBER COMPANY,**
AKRON, OHIO.

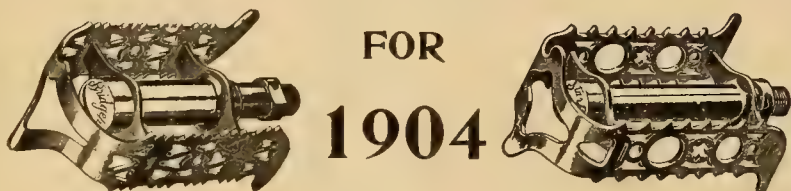


A favorite in unguaranteed class and for good reasons.

BRANCHES:
WEST.

CLEVELAND—323 Huron St.
CINCINNATI—2103 South St.
CHICAGO—167-169 Lake St.
DENVER—1655 Blake St.
SAN FRANCISCO—8 Beale St.

B.G.I. PEDALS



FOR
1904

NOW READY

These famous Pedals have surely worked their way to the front. What has overcome all competition? B. G. I. QUALITY which is better than ever in 1904.

HIGH GRADE BICYCLES REQUIRE HIGH GRADE EQUIPMENT

Every Maker, Jobber, Dealer and rider knows that B. G. I. PEDALS are Standard. Use them and avoid explanations.

THE BRIDGEPORT GUN IMPLEMENT CO.
313-317 BROADWAY, NEW YORK CITY

LIBERTY BELLS

REMAIN

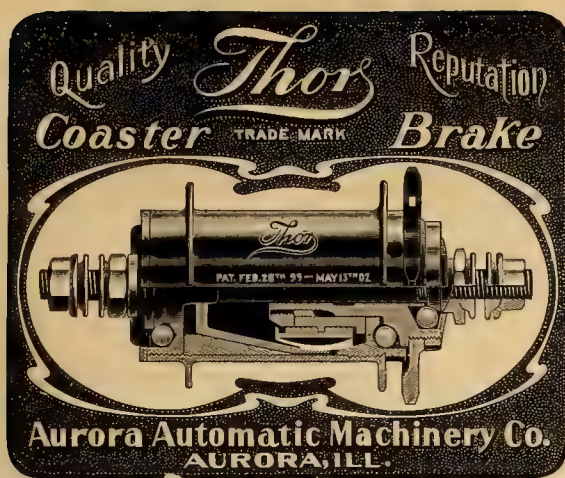
The Popular Favorites



despite the ups and downs of the trade. Quality, not less than price, has made it easy for them to retain the premier position.

1904 CATALOGUE MAILED ON REQUEST.

LIBERTY BELL CO., Bristol, Conn.



Thor Coaster Brake

will be a part of the equipment on many of the finest wheels manufactured and sold in 1904.

Do not allow yourself to be deceived. Insist on having

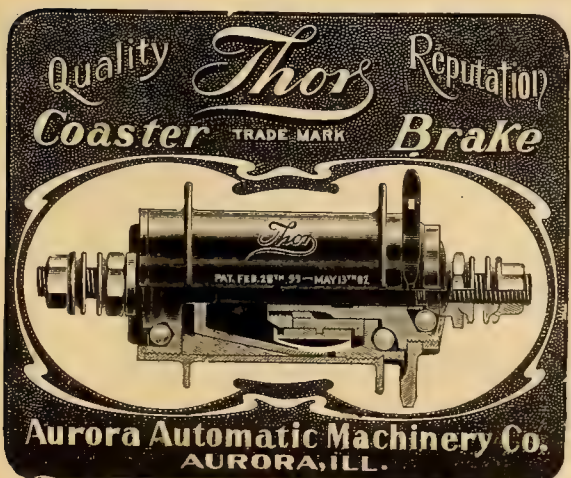
THE VERY BEST

It does not cost any more and insures satisfaction.

THOR COASTER BRAKES

are manufactured in

THE FINEST EQUIPPED
PLANT IN THE WORLD



"Looping the Unlooped Loop."

Still another variation of the prolific "loop" is announced—this latest development coming from France. The main feature of it is that the latter half of the loop is bent up to a horizontal shape, so that the performer travels a certain horizontal distance upside down, and also takes a sensational leave of his audience in the same abnormal attitude. An accessory of the apparatus, which gives this latest stunt a smack of "fake," is a small armature attached to the under side of the performer's bicycle; this armature has four small rollers running vertically and two rollers running horizontally; the former run in grooves which are provided one on each side of the "track," and serve the not insignificant purpose of preventing the performer from falling off at either side; nor are the two horizontal rollers merely ornamental, so to speak, for at the thrilling moment when the artist turns head over heels before the final plunge into the net these rollers would appear to catch on the projecting ridge of the track and counteract the tendency of gravity. This new wrinkle has been given the title of "Looping the Unlooped Loop."

Taylor's Lucrative Contract.

Under the terms of his New Zealand contract "Major" Taylor must be prepared to ride three races per week during its currency, and he will receive \$1,000 and his travelling expenses, exclusive of prizes he may win. It is characteristic of the negro that he stipulated by cable that he should not be required to race on Sunday or Christmas Day. As there is no Sunday racing in Australia, this demand was easily met.

"The A. B. C. of Electricity" will aid you in understanding many things about motors that may now seem hard of understanding. Price 50 cents. The Goodman Co., 154 Nassau street, New York. ***

We wish to announce
that the

AMERICAN MOTOR COMPANY

has purchased the plant
of the

Motor Cycle Mfg. Company,

including all tools and equipment and comprising the largest and most modern equipped plant in the world for the production of motor cycles.

We are now in a position
to make

Immediate Deliveries of

1904 Marsh Motor Cycles

In the construction of the 1904 Model Marsh Motor Cycle all useless and frail intricate parts are eliminated, and only such features retained that have withstood the trying tests. The first contest of 1904 was won on a MARSH.

This is a good start. We give our agents a good start by being able to make prompt deliveries. Write for information and circulars; we are not stingy with our printed matter.

American Motor Company,
BROCKTON, MASS.

RIDE A

Cushion Frame

MODEL.

The Highest Grade

OF BICYCLE CONSTRUCTION AND THE MOST

Luxurious Bicycle Made

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FOR SALE—An E. R. Thomas Auto-Bicycle, in good condition, for \$75.00.
W. R. STARKS, Chatam, N. Y.

FOR SALE—Motorcycle for \$90. Marsh 1903 model with 1904 improvements and many accessories. Finish renewed. Perfect condition.
L. E. French, Amherst, Mass.

WANTED—First class bicycle enameLER. Must be well educated and thoroughly understand mixing of all colors. State age, salary expected and furnish references. Pope Manufacturing Co., Westfield Factory, Westfield, Mass.

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SHEET METAL

THE CROSBY CO., - Buffalo, N. Y.

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We supply nearly all
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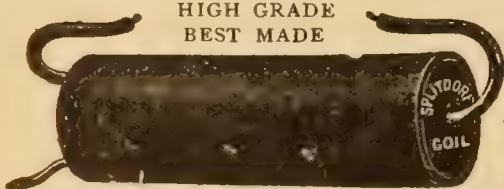
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HIGH GRADE
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C. F. SPLITDORF, 17-27 Vandewater St., New York.

HIGH GRADE

wheels must have the
best equipments.

There is nothing that gives more value for
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**MORSE TWIN CHAIN
ROLLER CHAIN**

NOISELESS IN MUD, WATER OR
DUST AND ALWAYS EASY RUNNING.

The only chain having Frictionless
Rocker Joints. Insist on having the
Morse Twin Roller. Fits regular
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Send for Catalogue and
Trade Price to

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Write for 1904 Catalogue,
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THE KELSEY CO.,

BUFFALO, N. Y.

**YOU WILL BE ASSURED OF
Better Values and More Satisfaction**

by placing your orders for bicycles,
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JOS. STRAUSS & SON, Buffalo, New York.

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BARGAINS FOR BICYCLE DEALERS

IN
**TIRES, COASTER BRAKES,
CAS LAMPS, Etc.**

Write to-day for complete Catalogue.

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Jobbers Bicycles and Supplies,

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DON'T BUY TIRES

until you have had our proposition on

"Black Diamond" and "Rochester Guaranteed"

They are the very best value today. Write us about them.

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OILERS.**"PERFECT"**

25c.

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"LEADER"

10c.

"CROWN"

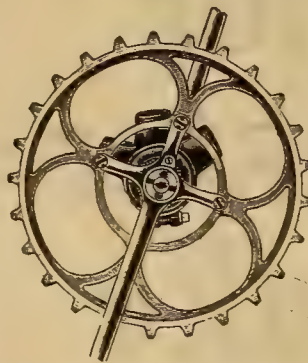
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"D. & J." HANGERS

SLEEVE

have stood a market test of 7 years,
and they are considered the

**STANDARD HANGERS
FOR
HIGH-GRADE WHEELS.**

Our business has gradually increased, due to the
actual merit of our Hangers, while over 95 per cent.
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"D. & J." HANGERS cost but a little more than
"one piece" or other inferior Hangers, and they add
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Any manufacturer can supply wheels equipped
with "D. & J." HANGERS. If he should object,
advise us, and we will refer you to others who will
appreciate your business.

The Hanger is the heart of the wheel and the
Bearings the essential part of the Hanger. "D. & J."
HANGERS are mechanically correct, all bearings
being within a Sleeve and independent of the frame.
(See cut.) This every mechanic will appreciate at a
glance, and a thorough trial will convince any Manu-
facturer, Agent or Rider.

"D. & J." HANGERS

Mean Satisfied Customers.

Satisfied Customers bring Repeat Orders.
Repeat Orders will Build up your Business.

PARK CITY MFG. CO.
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SHELBY SEAMLESS-STEEL-TUBING
ONLY TUBE MADE SUITABLE
FOR BICYCLE CONSTRUCTION
SEND FOR OUR ILLUSTRATED
BOOKLET ON SEAMLESS TUBES
SHELBY STEEL TUBE CO.
PITTSBURG, PA.
BRANCH OFFICES NEW YORK-CHICAGO

The Week's Patents.

750,249. Protective band for pneumatic tires. Harry Brookes, Starchley, near Birmingham, England. Filed August 8, 1903. Serial No. 168,838. (No model.)

Claim.—1. In a protective band for pneumatic tires the combination of hinged sections, rubber strips above and below them adapted to prevent coming apart while allowing some relative movement, and rivets having screw washers adapted to hold the separate parts together substantially as and for the purposes set forth.

750,317. Motor bicycle. William A. Sudard, Providence, R. I. Filed September 23, 1903. Serial No. 174,313. (No model.)

Claim.—1. In a motor driven bicycle, the combination of a main frame for supporting the propelling mechanism, an independent spring supported auxiliary frame for supporting the rider, substantially as described.

750,386. Mud guard for cycles. Jacob Neinens and Hubert Kleinbielen, Geldern, Germany. Filed August 7, 1903. Serial No. 168,562. (No model.)

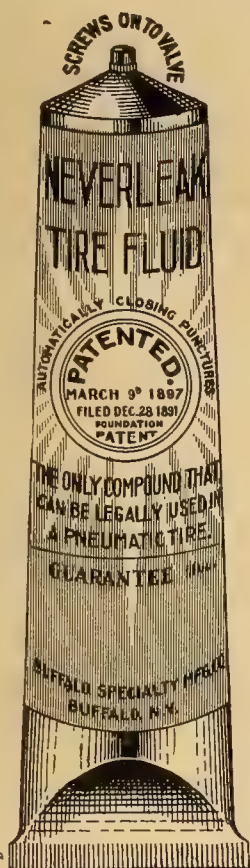
Claim.—A mud guard for cycles composed of a rail, a slide movable thereon, a telescoping spring influenced shield pivoted to the slide, and a scraper and hook adapted to engage the shield, substantially as specified.

750,398. Attachment for bicycles. Albert

L. Porter, Leonard, N. D., assignor of one-half to Charles A. Roberts, Leonard, N. D. Filed April 9, 1903. Serial No. 151,791. (No model.)

Claim.—An attachment of the character described, comprising a frame having at front and rear on one side flexible couplings for attachment to the frame of a bicycle or motorcycle, each of said couplings consisting of a headed member, provided with a clamp and a bifurcated socket member provided with means for adjusting the sections thereof to receive and retain said headed member between them, and having at the rear on the opposite side a spindle pivotally mounted and adjustable at an angle to the frame, and a trail wheel mounted on said spindle, substantially as described.

\$25 REWARD



For information about any dealer or repairman using or handling any Compound, Powder, Fluid, Liquid or semi-liquid for the purpose of sealing punctures or leaks in pneumatic tires, in violation of our

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NEVERLEAK

AND GLINES' LIQUID RUBBER

are the ONLY Fluids that can be Legally Used in Pneumatic Tires.

Write for Conditions under which the Above Reward will be paid.

NEVERLEAK TIRE FLUID

when injected into a bicycle or automobile tire will never evaporate, but is always in liquid form ready to plug up a hole as quickly as it is made. It renders a tire absolutely puncture proof and is particularly guaranteed to preserve the rubber.

PUT UP AS FOLLOWS:

4 oz. tubes, 4 oz. cans, 8 oz. cans, quarts, one-half gallons and gallons.

All Jobbers Handle Neverleak.

For Automobile Tires we recommend

Automobile Neverleak.

Buffalo Specialty Manufacturing Co., BUFFALO, N.Y.

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Send for a set of Poster Sheets
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1904 MODELS

SADDLES,

PEDALS,

TOOL BAGS.

They will interest you.

FEDERAL MFG. COMPANY

GARFORD FACTORY

ELYRIA, O.

"Ideal" Handle Bars

For the Season of 1904

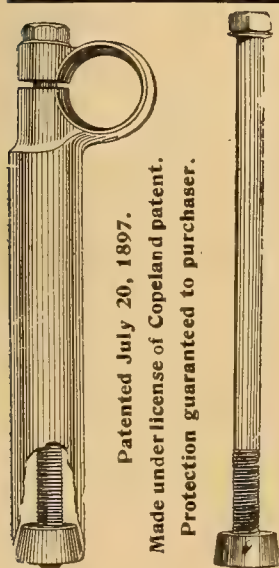


will all be made of seamless tube and stems and extensions out of one-piece drop forgings. We are making a specialty of bars for Motor Cycles. All genuine "Ideal" Bar tops and stems are stamped "Ideal." Write for prices and electros.

IDEAL PLATING CO.,

No. 3 Appleton Street, - Boston, Mass.

We do Nickel Plating and Metal Polishing
in all its Branches.



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HIGH GRADE BICYCLES
that have stood the test.

The FOWLER, The MANSON, The SHERMAN.

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cannot well fail
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TIRES. Suits now pending.

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THE CYCLIST TRADE REVIEW

FOUNDED 1879

THE LEADING ORGAN OF THE CYCLE TRADE

Read by the whole of the
BRITISH TRADE.

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9/4 per annum.

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COVENTRY, Eng.

If you ride or sell,
or intend to ride or sell
motor bicycles

"Motocycles and How to Manage Them"

is the very book you need.

Every page teaches a lesson. Every illustration
"speaks a piece."

And there are 126 pages and 41 pictures, too

Price, \$1.00.

The Goodman Co., 94-96 Tribune Bldg., New York



Through Train and Car Service in
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" Rochester	9.45 "	1.15 "
" Buffalo	11.40 "	
" Toledo	5.55 A.M.	8.25 "
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" Chicago	11.50 "	

"Chicago Special" has through Buffet Library Smoking Car
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FAST TRAIN SERVICE

BETWEEN

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For tickets and information apply at any
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THE IRISH CYCLIST

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TO THE LIVE MAN

interested in cycling who realizes the value of keeping informed
about all that concerns it this blank will be hint enough:

THE GOODMAN COMPANY,

124 Tribune Building, New York.

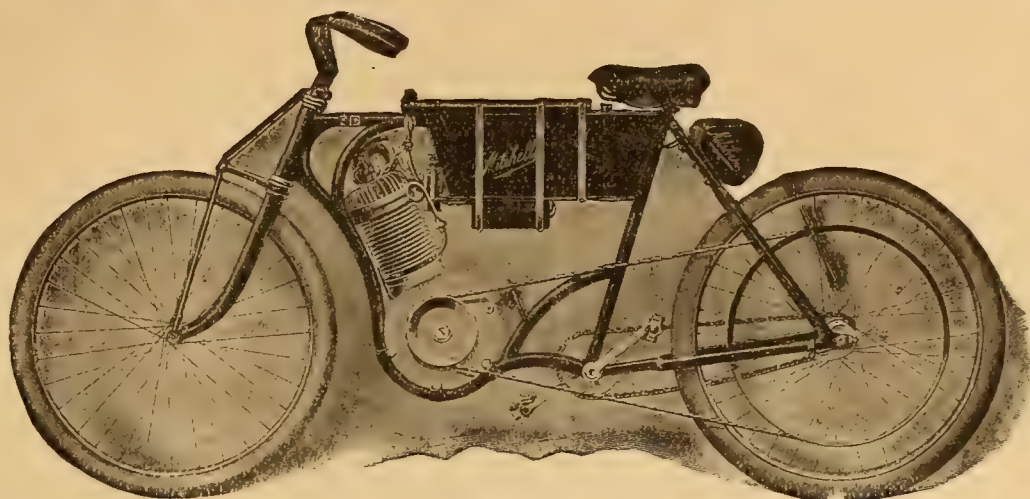
Enclosed find \$2.00 for which enter my subscription
to the BICYCLING WORLD for one year, commencing
with the issue of.....

Name.....

Address.....

Mitchell Mile-a-Minute

3½ Horse Power



\$225.00

MODEL 53.

There are fast horses and slow horses, strong horses and weak horses,
BUT OUR HORSES
are out of three-and-one-half-inch-bore by four-inch-stroke and are the strongest, fastest and best bred in the world.

WISCONSIN WHEEL WORKS, Box A, Racine Junction, Wis.

New England Representative: AUTOMOBILE & MOTOR-CYCLE CO., East Rochester, N. H.

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CATAPLARO HEAVY TREAD TIRE.



Made for especially hard usage.
Is practically puncture-proof.
Single or double tube.

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CHICAGO.**

NEW YORK.

DAYTON, O.

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Your Opportunity!

The time is near when the public will be looking for Bicycles
Be sure you have the right goods to interest them.

At equal prices the

“EAGLE” LINE FOR 1904

is a business getter. If you have not interested yourself to
write us, **don't delay** Now is the time to be **doing**.

Catalogs and information sent promptly on application.

THE EAGLE BICYCLE MFG. CO., TORRINGTON, CONN.

The Bicycling World

AND MOTORCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVIII.

New York, U. S. A., Saturday, February 13, 1904.

No. 20

CYCLE SHOW OPENS FRIDAY

Representative List of Exhibitors Secured Home-Trainer Tournament Planned.

While in the nature of things the cycle exhibit which will be made in connection with the Sportsmen's Show in Madison Square Garden, which opens on Friday next, cannot take on the national importance of the cycle shows of old, it will yet be sufficiently large to fill the concert hall in which it will be located and sufficiently representative to be classed a metropolitan show. It cannot well fail to exert beneficial influence, particularly as all the bicycles that will be exhibited will be high grades of national repute—Columbias, Pierces, Racycles, Ramblers, Tribunes, Clevelanders, Orientals, Reading Standards, etc.

With motorcycles shown by every bicycle exhibitor save one, it is also apparent that the self-propelled machine is due for considerable prominence. The Indian, Columbia, Rambler, Racycle, Marsh, Orient, Reading Standard, Merkel and Reliance motor bicycles will be staged.

Those who had booked space up to Saturday morning and the spaces they will occupy are as follows:

1 to 9—Pope Mfg. Co., parts and sundries.

10—C. F. Splitdorf, New York, spark coils, spark plugs, etc.

11-12—Will A. Pitman, for a number of sundry manufacturers.

15-16—F. A. Baker & Co., New York, Pierce bicycles and Indian motorcycles.

17—Twentieth Century Mfg. Co., New York, Twentieth Century oil and gas lamps, horns and spark plugs.

18—Corbin Screw Corporation, New Britain, Conn., Corbin Duplex coaster brakes.

19—American Motor Co., Brockton, Mass., Marsh motorcycles.

20—Badger Brass Co., Kenosha, Wis., Solar gas and oil lamps.

21-22—S. B. Davega, New York, The bicycles and motorcycles for which he is metropolitan agent.

23—Century Road Club of America.

24—St. John Rubber Tire Co., New York, St. John tires.

27 to 36—Pope Mfg. Co., the full line of Pope bicycles and motorcycles.

37-38—Miami Cycle & Mfg. Co., Middletown, Ohio, Racycles.

39—E. J. Willis Co., New York, Orient bicycles and Merkel motorcycles, also tires and sundries.

40—Reading Standard Cycle Mfg. Co., Reading, Pa., Reading Standard cycles and motorcycles.

40—Reliance Motor Cycle Co., Addison, N. Y., Reliance motorcycles; also Eclipse Machine Co., Elmira, N. Y., Morrow coaster brakes.

There are several other intending exhibitors who will probably conclude to take space next week and thus fill the few booths remaining unengaged.

It is practically assured that the stage in the concert hall will be given over to a big home trainer tournament during the two weeks of the show; this feature of the affair will be definitely settled on Monday. The prizes will be a silver cup for the winning club and high grade bicycles for the successful contestants.

J. B. McCune Dies of Paralysis.

J. B. McCune, of Everett, Mass., once a well known figure in the cycle trade, succumbed on Sunday last in Bridgeport to a shock of paralysis. He was nearly sixty-eight years of age.

Mr. McCune was one of what was known as "the sewing machine crowd" that drifted into the cycle trade. Messrs. Lozier, Yost, Measure and Stokes were of the number, Yost and McCune being associated in the Springfield Bicycle Co., which built the Springfield Roadster, a lever driven ordinary. He was also associated with the Union Cycle Mfg. Co., and for a while operated the McCune Cycle Co. He was never as successful, however, as his former compatriots. But he was always a warm, kind-hearted, good natured gentleman, who took an interest in cycle racing and other cycling affairs, and was a constant attendant on them. A big, portly man, he was always conspicuous because of his size, and was known far and wide as "Pop" McCune.

Coles Succeeds Willis in N. C. T. A.

W. H. Coles, of the McIntosh Hardware Corporation, of Cleveland, Ohio, has been elected a member of the executive committee of the National Cycle Trade Association in place of E. J. Willis, of New York, who resigned several weeks ago. Mr. Coles has attended practically all of the meetings of the association and has taken great interest in its affairs.

MOTORCYCLES AT CHICAGO

Twelve Makes are Exhibited at Coliseum— Mitchells Fitted With Grip Control.

A motorcycle stand, with which by simply releasing a spring the rider can cause it to fold up, leaving him free to go forward on the machine, was exhibited in connection with an Orient motor bicycle at the Chicago automobile show, which ends to-day. It is a clever device, one calculated to do much for the motorcycle in removing the difficulty of starting and in a number of other ways adding to the convenience of the rider. The stand was brought out and shown by the Whipple Cycle Co., of Chicago, who are general agents for the Waltham Mfg. Co.

A round dozen makes of motorcycles were shown, as follows: Yale, Mitchell, Thomas, Indian, Orient, Thor, Rambler, Columbia, Whipple, Wagner, Hudson and America. The only new machine was the Hudson, made by the Hudson Mfg. Co., Hudson, Mich., and constructed from Thor fittings throughout. The Mitchell, which was shown for the first time this year, has undergone two changes of importance. The first is the adoption of a system of grip control, the second the fitting of a new driving device. The right hand grip is so constructed that the same movement operates the exhaust valve lift and the sparking advance. The connection between the engine shaft and the rear wheel is made by a regulation chain covered with a number of leather washers, which form an unbroken covering of leather gripping the pulleys and preventing slipping. The chain is, of course, non-stretchable, making a drive that transmits the engine power in an efficient manner without disadvantage of an unyielding drive. The America machine shown was the wheel steerer already described in these columns.

In the Annex the Pope Mfg. Co. showed a Rambler and a Columbia motor bicycle, together with fittings showing the distinctive features of the Crescent and the Monarch. The Rambler was fitted with a spring fork, the engine was contained in the centre of the frame, and had a lever control. The latter is the well known form of brake lever, attached to the right hand side of the handle

bar, its functions being to raise or lower the exhaust valve and to advance or retard the spark.

The Orient was shown with a rear seat attachment, converting the machine into a tandem, and the Wagner Cycle Co., St. Paul, Minn., exhibited a single and a tandem motor bicycle. The Yale showed the change from the California machine, being a compact and attractive looking mount, with a handsome finish. The benefit of having all the parts entering into the construction of the machine made in one factory was also shown by an examination of the details of construction.

Changing Parts on Machines.

There is a point which is often a subject of discussion among business men, says an observing writer. I know of instances of good business men, not necessarily in the cycle trade, who, as a matter of principle, would refuse to take a part off one machine to place on another.

We will suppose that a customer likes, and is willing to buy, a machine that is suitable in every respect except that it has 6½-inch cranks, and he wishes to have 7-inch cranks. Now, it does not seem to be a matter of great difficulty to take a pair of 7-inch cranks off another machine and exchange them for the 6½-inch. But if you do that you not only disarrange your stock-book, but you make a considerable alteration in the machine in stock. Thus the original 7-inch cranker may have, say, 70 gear; replace these cranks with 6½-inch cranks and the proportion of gearing is altered in a way that may make the sale of that machine difficult.

Moreover, there is always the possibility that, either through carelessness or a rush of work, the stockroom attendant may omit to put the 6½-inch cranks on the machine at the time, and afterward forget about it until some day when that machine is wanted at once and it has to be produced minus a pair of cranks. This is a fact in practical working, and is the cause of the objection of many men to make alterations if they can be avoided. A good plan is to return the 6½-inch cranks to the factory and ask for them to be exchanged for a pair of 7-inch cranks. When these come to hand they are fixed to the machine, which then remains in stock exactly as before.

But here it is that the good salesman comes in. He knows what a nuisance this changing about is, and he will do all in his power to dissuade the customer who wants it. He must do this by convincing the customer, so that in the end he (the customer) is made to believe that it is he that wants the 6½-inch cranks.

We generally get as good as we send, says Jed Scarboro. Most men are reflectors. The best way to enjoy courteous treatment from our customers is to be courteous. If we give out good temper we inspire a like quality in those with whom we deal.

FOURNIER DENIES IT

Terms La Rochelle Consul's Strictures on Dealers in American Machines Ill-Based.

Messrs. Felix Fournier & Knopf, of Paris, who are the agents for France of all the Pope lines of bicycles, take emphatic exception to the statements of United States Consul Jackson, of La Rochelle, whose report on the conditions there was printed in the *Bicycling World* of January 9. According to M. Fournier, the conditions are not so umbrous as represented by the consul, and M. Fournier thinks that gentleman must have been falsely informed, and he has written him a letter saying so.

Consul Jackson in his report said that while three years ago nearly all the high grade wheels sold in that section were of American make, but that now all is changed, and the change he attributed to the American combine and high prices, and the lack on the part of dealers of "that generosity and frankness which encourage the sales of wheels." Consul Jackson added that he could cite instances of such aggravating delay in remedying defects (presumably supplying parts) that the customers had to remain for weeks without the use of their wheels.

The rejoinder of M. Fournier, addressed to Consul Jackson, is as follows:

"We have just read in the *Bicycling World* of New York, No. 15, of January 9, page 406, an article entitled 'How Trade Is Lost in France,' which we consider quite unjust and unfair because we estimate you were wrongly informed. We defy any cycle dealer of La Rochelle or elsewhere to say that we lack that generosity and frankness in business which encourage the sale of wheels. All dealers will surely recognize that we supply within forty-eight hours all spare parts required for any of the different makes of American bicycles we represent. As regards prices, we are selling as cheap and even cheaper to dealers than they can buy at the leading makes of French bicycles, and we affirm that the French public can buy from all dealers in France our different makes at nearly as low prices as sold at retail in the United States, and you must not forget to take into consideration the \$10 per bicycle which we must pay for duties, freight, etc., on all American bicycles imported.

"Since a few months we are the sole distributors in France for the Columbia, Cleveland, Crescent and Rambler bicycles of the Pope Mfg. Co., of Hartford, and to put new life in this business we have reduced the wholesale prices obtained until then from 10 to 30 francs on chain bicycles and 35 francs to 95 francs on chainless bicycles of models 1901, 1902 and 1903 still in stock; so that you must acknowledge that your in-

former was very badly posted. And before sending to the editors of American trade papers what we must probably consider ridiculously wrong information, it would have been better for you to write to us, as we would have gladly given you honest and reliable information, as we did two years ago when you wrote a similar article in the same trade paper. If you have any friends who are not treated as they should be by any of our dealers in your city, kindly tell them to correspond with us, and we shall see that they obtain fair play at the hands of our representatives at La Rochelle."

Elects Officers and Declares Dividend.

At their annual meeting the stockholders of the Columbus Sporting Goods Co., Columbus, O., which is one of the biggest jobbing houses of the Buckeye State, elected the following directors for 1904: J. A. Jones, Dr. A. C. Wolfe, J. C. Sherwood, J. W. Carter, J. W. Reed, John H. Mackie and Dr. C. D. Watkins, the latter of Etna, O. The following officers were elected: President and manager, John H. Mackie; vice-president, Dr. A. C. Wolfe, and secretary and treasurer, J. W. Reed. A dividend on the stock was declared that was eminently satisfactory.

Uses Tubing for Alarm.

The sonorousness of cycle tubing has been taken advantage of by a French inventor named Lewitz. He dispenses with the ordinary bell or horn, and by means of a small metal hammer at the end of a spiral spring fixed to one of the front forks provides a continuous and automatic "alarm" which can be instantly connected or disconnected by a movement of the rider's toe.

String to New Zealand's Tariff.

Complaint is made by English journals that the New Zealand tariff act is not as favorable to the former country as appeared at first sight. The last section of the new act provides for granting equivalent concessions to any foreign country that reduces or abolishes import duties on any product or manufacture of New Zealand.

Clark-Horricks Co. Incorporates.

The Clark-Horricks Co., of Utica, N. Y., has been incorporated, to deal in bicycles and sporting goods generally. The capital named was \$100,000. The directors for the first year are George A. Clark, H. James Horricks, James H. Horricks and Edward D. Ibbotson, of Utica.

Miami Elects Officers.

At the annual meeting of the Miami Cycle & Mfg. Co., of Middletown, Ohio, the officers were elected as follows: P. A. Sorg, president; W. L. Dechant, vice-president; Harry Walburg, secretary-treasurer. Albert Hare was reappointed as superintendent of the factory.

The name of the Admiral Bicycle Lamp Co. of Marysville, O., has been changed to the Standard Stamping Co.

CENTRALIZES CONTROL

L. A. W. Practically Reorganized on New Basis—Geo. L. Cooke Chosen President.

After being pulled and hauled and plucked by "grafters," mauled by schemers and weighted by dreamers, the League of American Wheelmen finally has a man of conscience and sterling worth at its head—George L. Cooke, of Providence, R. I. He was elected its president at the meeting of the National Assembly on the 10th inst. at league headquarters in Boston. Walter M. Meserole, New York, first vice-president; G. M. Schell, Philadelphia, second vice-president; Abbott Bassett, Boston, secretary-treasurer, and Aaron Wolfson, Boston, auditor, were the other officers chosen.

At this meeting the first move toward centralizing the control of the organization was also made. State divisions were virtually eliminated, and where they remain they exist by courtesy only, and must paddle their own canoes. They will be no longer entitled to a share of the membership fees. Had it not been for the efforts of Chief Consul George A. Perkins, of the Massachusetts division, and Aaron Wolfson, secretary-treasurer of the same division, even the name State division would have been wiped out.

It had been voted to invest full power in the national body, and that in the future the Massachusetts, New York, Pennsylvania, Rhode Island and other divisions should simply be known as chief consulates. Mr. Perkins arrived late, but moved for a reconsideration, as he strenuously objected to the Massachusetts division becoming a thing of the past or in the future to be known as a chief consulate.

The fact that it was voted to give after December 1 next all the money received for membership to the national body instead of the divisions retaining a share of it for their support did not meet with any objection from Mr. Perkins, but from a sentimental standpoint he insisted that the Massachusetts members of the league should have the privilege of retaining their division name and supporting it any way they could without any help from the national body.

It was finally decided to permit the present divisions to retain their name, but all money received for membership should be given to the national body, and that those desirous of maintaining divisions should do so out of their own body.

The author of the numerous amendments, one of which provided for the appointment of an "athletic committee" and the control of amateur racing, did not put in an appearance, so that his proposals died an easy and natural death.

That good old amendment which in former years had stirred the L. A. W. to its depths, to strike out the word "white" from the constitution and thus again admit negroes

to membership, was offered, however, and defeated.

Secretary-Treasurer Bassett's report showed the membership to be 4,505, and that the organization was solvent.

The delegates present were retiring President C. J. Obermeyer, M. M. Belding, jr., L. C. Leroy, L. P. Cowell and W. Wyman, of New York; George A. Perkins, Aaron Wolfson, A. D. Peck, C. W. Pierce and A. P. Benson, of Massachusetts; George L. Cooke, H. L. Perkins and N. H. Gibbs, of Rhode Island; R. T. Kingsbury, of New Hampshire; Clarence W. Small, of Maine, and George M. Schell, of Pennsylvania.

Twenty C R. C. A. Mileage Winners.

The announcement of the winner of the 1903 mileage contest of the Century Road Club Association has been made in the Bicycling World, and the names of the next five in order given. The full list of the competitors and their scores, up to the twentieth man, is given below. The points in this contest are reckoned by allowing one point for each mile ridden in the total mileage and then 100 points added for each century ridden, the centuries having first been counted in the total mileage:

	Miles.	Centuries.	Points.
1. T. E. Finger.....	13,113	101	23,213
2. J. M. Eifler.....	13,777	67	20,477
3. A. B. Eifler.....	12,503	56	18,103
4. M. Zacuic.....	11,841	59	17,741
5. A. G. Carrier.....	8,065	31	11,165
6. F. E. Kirchner.....	6,835	16	8,434
7. Dr. A. C. Griffin (not competing).....	6,677	3	6,977
8. E. States.....	3,200	32	6,400
9. J. A. Olson.....	3,226	30	6,226
10. J. B. Underhill.....	5,092	5	5,592
11. E. R. Eck.....	2,700	27	5,400
12. M. Farrell.....	4,674	4	5,074
13. J. W. Gull.....	4,341	4	4,741
14. M. Woodin.....	4,073	6	4,673
15. H. Kampe.....	3,812	4	4,212
16. J. W. Johnston.....	3,126	10	4,126
17. J. E. Cowles.....	3,094	9	3,994
18. J. Jensen.....	2,716	12	3,916
19. G. Sweet.....	2,415	14	3,815
20. H. Ducker.....	3,217	3	3,517

Suffolk County may Double Tax.

It is possible that the Suffolk County (N. Y.) Sidepath Commissioners may double the price of sidepath tags within a few weeks. The subject was discussed at a meeting of the commissioners last week, but no decision was reached, the price being left at 50 cents. The reason advanced for the increase is to hurry bicyclists in the purchase of tags, that the money may be used to repair paths in the spring, when the money is most needed. The idea is to charge 50 cents up to a certain date, just before the riding season begins, and \$1 each after that date.

Officers for Monroe Wheelmen.

The Monroe Wheelmen, of New York, at their annual meeting elected the following officers for the ensuing year: R. J. Nagle, president; Ernest Ziegler, vice-president; D. Selig, treasurer; A. De Lemos, secretary, and Oscar Frankel, captain.

BURLEY AYERS COMES BACK

Strong Motorcycle Club Organized at Chicago With Veteran at its Head.

Burley Ayers is back again. If to the present generation of cyclists this statement may appear a trifle vague, it will be sufficient to cause the old guard to sit up and feel that they are not as old as they think they are.

Burley B. Ayers was a name to conjure with in the early '80's. The owner of it was the personification of energy and ideas—he was indeed the head and front of practically everything of a cycling nature that occurred in the West, in Chicago particularly. His reputation was national. As in the case of so many others, it is the motor bicycle that has brought Ayers back again. He tried an automobile first but didn't like it.

On Wednesday last, 10th inst., the Chicago Motorcycle Club, in the promotion of which he had been active, was brought into being, and Ayers was placed in the office of president, where his old craft and energy can serve well the cause.

The other officers elected were: Secretary, I. H. Whipple; treasurer, Irving R. Hall; directors, B. B. Ayers, I. H. Whipple, Irving R. Hall, William Koeppe, Leonard J. Leininger.

Twenty-seven members, resident and honorary, were enrolled at the first meeting, among them Ira H. Whipple, one of the earliest exponents of the sport in the West, and such men as John M. Miller, of the time honored Lincoln Cycling Club, captain; Frank E. Yates, of Chicago Athletic Club; A. L. Atkins, Western manager of the Pope interests, and William Koeppe, who was one of the prime movers of the organization.

Some two years ago there was organized, after a fashion, a Chicago Motorcycle Club, but it was something of a fake, being composed chiefly of men who were not motorcyclists. It never did anything and was never accepted seriously.

Bicycles Included in Texas Ordinance.

Down in San Antonio, Texas, they have drawn not only motorcycles but pedal propelled cycles into an ordinance designed to curb automobilists. The law makes it an offence punishable by a fine of not less than \$10 nor more than \$100 to run these vehicles at a greater rate of speed than six miles an hour within the one mile circuit, eight miles an hour within the two mile circuit and twelve miles anywhere within the city limits.

Hill-Cocks Bill Hearing Postponed.

The hearing on the Hill-Cocks automobile bill, which has been amended as desired by the Federation of American Motorcyclists, and now exempts motorcycles from its provisions, has been postponed until Wednesday next. The Federation has now turned its attention to the Kane bill, pending in Rhode Island, and is seeking to have motorcycles eliminated therefrom.



"Limberg is a San Jose lad who is riding a National in all his races because he thinks it the finest built, and not for what he can get out of it."

The quotation is from a letter from one of our customers. Limberg's success on a National is only a repetition of that of other National riders in other sections.

RACING NATIONALS HAVE ALWAYS BEEN WINNING BICYCLES

"There is nothing the matter with the Nationals, The only trouble is they never wear out."

When one of our old customers so wrote us, he expressed, better than we can, the real cause of the National's popularity and steadily increasing sale.

GET THE AGENCY WORTH HAVING.

NATIONAL CYCLE MFG. CO., Bay City, Michigan.

It's a Simple Problem

to select your tires for

1904.

FISK TIRES

have given absolute satisfaction.

Less
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Less
Annoyance.

LIBERAL TREATMENT.

PROMPT DELIVERIES.

GET OUR PRICES.

FISK RUBBER COMPANY, = Chicopee Falls, Mass.

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PHILADELPHIA,
WASHINGTON,
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OMAHA,
MINNEAPOLIS,
DENVER,
LOS ANGELES.
LONDON.

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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, FEBRUARY 13, 1904.

The Man and his Burden.

After so many years of rule by schemers, dreamers and "grafters," the election of George L. Cooke as president of the League of American Wheelmen comes like a breath of pure air in a polluted room.

Mr. Cooke is very much a man—one with a backbone, a conscience and stern common sense. Had he been more of a schemer or a "grafter" he would have years ago occupied the office to which he has just been elected. But he had a mind of his own and a sense of honor not subject to contortions, and a backbone that could not be bent as the politicians would have it inclined. Cooke preferred to be ever his own master rather than any man's "man," no matter how apparently exalted.

The burden he has taken up shows his spirit. It is so heavy that it is doubtful if he is to be congratulated, but that the league is to be congratulated on his acceptance of it there is no room for doubt. His acceptance of it will induce every member or ex-

member in whom there remains a spark of interest to wholeheartedly extend the hand that will lighten the burden. George L. Cooke is the sort of man who merits such co-operation.

Some Needed Reforms.

There was a time when the do's and don'ts of the average dealer were much more numerous than they are now. Then he waited for customers to come to him; and the rider who wanted a machine repaired brought it to the store and came and took it away when it was ready. Some dealers think that the same methods still hold good.

But do they? Isn't the rider much less inclined to take a machine to be repaired than he formerly was? Isn't he likely to let the machine stay in the garret or cellar rather than dig it out and trundle it round to the shop, or to turn it over to the more enterprising dealer who sends a boy around for it and returns it when the work is completed?

Time was when the dealer had his hands too full to bother with little things—or thought he had. So busy was he, in the repair shop especially, that he was relieved when a machine came that required only a little work to be done on it. To clean it as well as repair it was an unwelcome task, and when the customer could not very well be refused the machine was turned over to some lazy young cub in the store, who gave it a lick and a promise and let it go at that. The customer who expected a bright, clean, shining machine almost like new, was disappointed, but soon learned to submit patiently to treatment of this sort.

Isn't it worth while to give a little attention to such matters as these? Does elbow grease cost a prohibitive sum, and isn't a glossy, resplendent machine worth something as an advertisement?

In the "good old days" buyers tumbled over each other in their eagerness to purchase. The dealer had only to sit in his store to get a chance at the desirable trade, and was able to pick and choose almost at pleasure. But now he has to go out into the highways and the byways in search of customers, to argue, wheedle and extol, whenever he can find any one to listen to him. Then the buyer sought; now he is sought.

The sewing machine trade has had the finger of scorn pointed at it, and is held up as an example of the mighty fallen. But isn't it possible that the cycle tradesman

can take a leaf out of the sewing machine book and profit by the reading thereof? Isn't it? Hasn't it raised itself from what seemed certain ruin to a respectable place among standard businesses? Hasn't the process of rehabilitation been going on for years, until to-day the despised trade holds up its head among men once more? Assuredly so.

This rehabilitation has not been accomplished by sewing machine agents and their salesmen sitting in their stores and waiting for customers. On the contrary, they have sought them far and near, in likely and unlikely places, despite rebuffs and discouragements of all kinds. With them it was a cardinal doctrine that there was a place in the world's economy for a good and reasonably priced machine, and they labored unceasingly to secure it.

A similar labor on the part of the cycle tradesman would bring a similar reward. The bicycle is no whit less valuable than the sewing machine; it has fallen no whit further in the esteem of a certain portion of the public. It has a larger and more promising future, for its use is not utilitarian only; it is a renewer and a preserver of health, a means of recreation, a source of pleasure. One tithe of the effort, the energy, the enthusiasm once spent to popularize it would again make it the most pleasurable as well as the most useful of vehicles.

Britain's Fragile Machines.

In the days of the unlamented feather-weight there were some makers and dealers who objected to the common practice of mounting from the pedal. Such a mount, they said, especially when made by clumsy or heavy riders, racked and sometimes permanently injured a machine. But they were jeered at with such hearty good will by competitors and rival riders that they were usually glad to retract and assert that their machines were strong enough to be pedal mounted. Of late years no one ever thinks of making excuses of this sort for a machine of any kind.

It appears, however, that English machines, which we have been told are monuments of massiveness, are too delicate to be pedal mounted. Says Bicycling News:

"In the old days of the 'boot lace' solid tire we often called attention to the habit practised by many cyclists of mounting their machines by the pedal, and the disastrous effect occasioned thereby to the frames of said machines. The effect was to twist the

tubes and place the wheels out of alignment, thus evoking harder driving and a string of 'blessings' on the devoted, innocent heads of the respective makers. To-day the trouble is likely to be increased twofold, for many road men are using path racing frames with the lightest of road wheels, and it would be well if agents, when delivering such inappropriate mounts, admonished the prospective riders to eschew the pedal mount and avail themselves of the nearest curb whenever possible. Even the utilizing of a step places a great one-sided strain on the frame, and we hold the opinion that even in roadster machines it would be advisable to discard this medium and suit the rider with a machine of such height that he is easily able to swing his leg from the ground over the saddle."

When we remember that in England anything under thirty pounds is a light roadster, while a twenty-five-pounder is a "racer," we are led to wonder at their fragile character. The veriest apologist for the maligned American machine would never think of pronouncing it unfit to be mounted from either the pedal or the step, while the suggestion that steps be removed and machines so designed that riders can swing their legs from the ground over the saddle would be received with shouts of laughter.

Value of Efficient Inspection.

To the thorough system of inspection employed at all first class factories is due the excellent condition of the average bicycle when it reaches the dealer's hands. When he uncrates the machine he expects to find it perfectly adjusted and ready to go out on the road once it is supplied with pedals, handle bar and saddle, and he is rarely disappointed. The most he has to do is to go over the machine with a shop wrench and give the nuts and other fastenings an extra turn to drive them "home," for he knows well that they have a habit of "settling" that frequently makes this desirable, if not necessary.

This perfection of inspection has not been easily reached, and only unremitting vigilance makes it proof against deterioration. Even present processes, whereby parts come from the machines interchangeable in name as well as in fact, making assembling easy, do not wholly guard against scamped or hurried assembling. The check of thorough inspection, the knowledge that any carelessness on the part of the assembler will be quickly detected and brought home, is what

prevents laches here, and any tolerance of "good enough" methods brings speedy punishment in the shape of machines that are not right.

The dealer knows, however, that reputable machines are pretty sure to come to him right and ready to go out. His inspection is largely a matter of form, and when something wrong is discovered he is surprised. He safeguards his and his customers' interests by making assurance doubly sure. That is all.

Time for Overhauling.

Now is the time to find out who are the people who will want alterations made to their cycles for the coming season's riding. A great number have thought the matter over and noted what they consider improvements, and are ready to talk about them. Coaster brakes will be sure to come in for consideration, and you can discuss their various merits with your customers at more leisure now than you can when trade becomes brisker, and it should not prove a very difficult matter to persuade them to have the alteration made during the dead season. When a repair job like this is once commenced, there is no knowing to what further business it may lead. Re-enamelling and nickel-plating follow almost as a matter of course, and generally there are some new accessories required. The great point is to find out the riders who are contemplating having work done, and then use your best endeavors to secure their order.

The tendency of matters mundane to travel in cycles is illustrated afresh by the Renaissance of the home trainer contest. Many of us are familiar with the earliest manifestations of this form of contest, with its progress from the machine fitted with saddle, pedals and handlebars to the more modern type, the roller frame on which a complete bicycle is placed. A dozen years ago contests of this sort had a wide vogue in the East and Central West, but of late the far West has alone held to the sport. Its new popularity, evinced in the form of championships and similar contests in this and other cities, is a good sign. It is a wholesome winter sport, ready at hand, and a permanent vogue might well be worked up for it.

There is an opening on the editorial staff of the *Bicycling World* for a bright young man familiar with the cycle and motorcycle interests and possessed of enthusiasm and ability.

Dorlon Beats Krebs at Jacksonville.

John S. Prince's Coliseum at Jacksonville, Fla., was formally opened on February 6, when two races were on the card and contested for by the half a dozen or so well known Northern professionals who left this city several weeks ago for a Southern racing trip.

Oliver Dorlon, who turned "pro." for the six days race at Madison Square Garden last December, and Floyd Krebs proved the stars, each capturing a race. The two men met in the finals of those races, and Dorlon scored decisively in the mile, while Krebs turned the tables in the ten miles.

The summaries follow:

One-Mile Professional Handicap—First heat: Root, scratch; Dorlon, 40 yards; Hadfield, 80 yards; Budsull, 110 yards. Dorlon first, Root second, Budsull, third. Time—2:16 3-5. Second heat: Krebs, scratch; Lake, 50 yards; Galvin, 80 yards; Watson, third. Time—2:25 1-5. Final heat, for three best men: Won by Dorlon.

Ten-Mile Aragon Race, Open—Root, Dorlon, Hadfield, Budsull, Krebs, Lake, Galvin and Watson started. Krebs first, Dorlon second, and Root third. Time—12:14.

Cycle Races Feature of Armory Games.

Two bicycle races formed part of the programme of the games held at the Eighth Regiment Armory, this city, on February 6, and one of them proved to be the star event of the evening. The games were under the joint auspices of the Pastime Athletic Club and Company K, Eighth Regiment. The bicycle races were a two mile handicap and a one mile novice, the summaries being as follows:

Two-Mile Handicap—First heat won by E. Ott, Twenty-second Regiment A. A. (40 yards); O. Goerke, National A. C. (40 yards), second; H. S. Smith, Eighth Regiment A. A. (80 yards), third. Time 5m. 14-5s. Second heat won by George C. Cameron, Eighth Regiment A. A. (scratch); George Engledrum, Mohawk A. C. (80 yards), second; C. Gardner, Sunset Wheelmen (80 yards), third; time, 5m. 44-5s. Final heat won by O. Goerke, National A. C. (40 yards); G. Engledrum, Mohawk A. C. (80 yards), second; H. S. Smith, Eighth Regiment A. C. (80 yards), third; time, 4m. 59 4-5s.

One-Mile Race (novice)—Trial heats—First heat won by E. Bosterling, Company K, Eighth Regiment; W. Van der Dries, jr., Tiger Wheelmen, second; C. H. Cunningham, Forty-seventh Regiment A. A., third. Time, 2m. 39 1-5s. Second heat won by C. Breuer, New York City; G. Marschheuser, Sunset Wheelmen, second; W. Davis, New York City, third. Time, 2m. 34s. Final heat won by C. Breuer, New York City; George Marschheuser, Sunset Wheelmen, second; E. Bolsterling, Company K, Eighth Regiment, third. Time, 2m. 34 3-5s.

There are at the present time 2082 bicycles in the keeping of the municipal pawnshop of Paris.

PERSONS'S PROPOSAL

SaddleMaker Comes Forward With a Public-Spirited Offer That Cannot Fail to Stimulate Cycling Affairs.

Worcester, Mass., Feb. 12, 1904.

Editor The Bicycling World.

Enclosed herein is a carbon copy of a letter sent by us to-day to Robert Walthour, Atlanta, Ga., which explains itself.

(Copy.)

February 12, 1904.

Mr. Robert Walthour, Atlanta, Ga.

Dear Sir: Noting with interest in the Bicycling World that you have offered a special prize for a road race near Atlanta, Ga., and believing that such contests have and always will be of great advantage to bicycling, we want to do a little toward helping the game along by sending you two of our saddles to offer as prizes therein. You will find them described in the enclosed catalogue as the Old Comfort and Special models, the Old Comfort being the more expensive of the two. They are going to you by express prepaid, to-day.

The writer is a Georgian by birth and at heart, having lived for the better part of his life in Macon, and having pushed a sixty pound machine over the clay hills and through the sandy bottoms of Macon and Atlanta on more than one occasion.

We wish you every success, and hope that if there is anything further we can do for you that you will favor us with an opportunity to serve you.

PERSONS MFG. CO.

We thoroughly believe that a series of road races worked up and run by the bicycle dealers in each of the large cities in the country would do more to revive cycling and to stimulate general interest therein than efforts made in any other single direction. On a trip of several thousand miles just completed, taking in many of the important cities east of the Mississippi River, the writer broached the subject with prominent dealers and jobbers, and nowhere did he find one of an adverse opinion. In Buffalo the dealers were of the opinion that the manufacturers would respond to an appeal for prizes and that such races could be handled so as to do as much for cycling now as they did in its earlier days.

However, the weak point was that each man advanced the excuse: "It is too much trouble." In elaborating upon the idea with them, I suggested a meeting being called of those men whose main interest lies in selling bicycles; that a small but energetic committee be formed to make up the prize list, another committee to work the press for all there was in it and a third committee started immediately after the entries of the prominent riders and scattering knowledge of the proposed race among the riders in general. It was agreed that best results could be secured through promoting a series of races rather than one, beginning the season with a twenty mile race on Decoration Day, a twenty-five mile race on the Fourth of July, a fifty mile race on Labor Day, and perhaps a fifty or hundred mile race on Thanks-

giving Day. With such a series of races and extended prize lists many riders would find a greater incentive to train that if they had but one race in prospective. It stands to reason that with the characteristic optimism of the rider with "tincans in their heads," as the old Chicago crowd used to call them, that those who make the best showings in the earliest races would be bent upon repeating their performances in the subsequent contests, and that those who did not do so well at first would quickly find excuses to explain their failures and try all the harder to gain glory as later opportunities were offered.

There are enough dealers in Boston, Springfield, Hartford, New Haven, Syracuse, Rochester, Buffalo, Cleveland, Detroit, St. Louis, Indianapolis, Columbus, Pittsburg, Washington, Louisville and many other cities to succeed with such a plan if they will only get about it with determination and perseverance. If forced down to hardpan, it is a fact that one man with the needed characteristics could make an overwhelming success of such a scheme if determined to do so. In the old days there were scores of cities in which some one rider was looked upon as leader and whose suggestions along such lines were carried out enthusiastically by his compatriots. Such men and conditions may be more rare to-day, but the fact that Alexander is dead does not prove that another Alexander cannot be born. I want to emphasize the belief that a series of road races so conducted in some of the large cities and worked from a publicity standpoint to the last possible line the public prints would give up, would, as an actual investment, pay 1,000 per cent to the bicycle dealers on the value of the time invested by its promoters.

Some of the manufacturers who are not dead are alive. (Regarding the others the less said the better.) The live ones will do their share toward the prize lists and the live dealers will do the rest. The Persons Manufacturing Company, with its own little axe to grind, and its advertising appropriation for the season already spent, will manage to contribute \$250 worth of saddles to be scattered among such road races as prizes.

And with the prize list running from bicycles, with, perhaps, a motor bicycle here and there, down to saddles or oil cans, and much ink being spread, a long entry list could be worked up in the larger places. I say it could be worked up; will it be? Every man that trains has half a dozen fellows hanging on who want to get limbered up. Pretty soon some of them do get limbered up and sent in their entries too; then they have half a dozen taking their pace. Johnny Jones begins to tell how he tore the left lung out of Willie Smith on Tuesday night, and Willie Smith defies Johnny Jones to send in his entry. Good blood and bad blood is stirred up and—somebody sells a new racing bicycle (probably fitted with a

Persons saddle). Tires are worn out, wheels smashed, things are stirred up to beat the devil, just as we used to have them, and the ding dong of cycling is here again. With a good percentage of the dealers gotten out of their present lethargy, the rest of the ilk will begin to sit up, take notice and ask for nourishment. If it is not given them, they will get out and fight for it and there will be smoke in many places where now we find but embers.

As a little indication of the writer's belief that such bread cast upon the waters will come back on the tide a banquet, he will cheerfully give as a prize a National, Columbia, Pierce, Racycle, Eagle or Yale road racing bicycle to the first club or committee of dealers that arranges a series of road races as outlined above and secures for the first race fifty or more entries.

For cycling,

THE PERSONS MFG. CO.,
CHAS A. PERSONS, President.

Ellegard Plans Visit to America.

It is likely that Thorwald Ellegard, of Denmark, who has held the world's cycling sprint championship for the past three years, will visit the United States next season, and ride in a match race with the American champion of 1904.

Ellegard had intended visiting America last fall, and, in fact, a match between the American champion, Frank Kramer, and himself, had about been made, but the serious illness of the Dane prevented his making the trip. Ellegard met with a nasty fall at Genoa, Italy, just at the close of the European season, last year, and had not recovered from his injuries when he was obliged to undergo an operation for a number of abscesses which formed on his legs and arms. The flying foreigner is now just regaining his health, but will refrain from any indoor racing until the open air spring meet abroad.

If his riding in these events proves that his illness has not affected his splendid form, Ellegard will seek out America's sprinting star next fall, and meet him in a match race in the United States.

Paris is American Riders' Mecca.

Robert Walthour, Eli Winesett, his manager, and Gussie Lawson, who will pace Walthour, will sail for Europe next week to fill a protracted engagement.

Walthour makes the European trip under contract with Victor Breyer and M. Coquelle, of Paris, proprietors of the Buffalo track at Neuilly, near Paris. He will compete in Paris, Berlin and other European racing centres before returning to America in the spring. He may decide to remain abroad all summer. With Taylor, Lawson and McFarland, now in Australia, also due to reach Paris early in the spring, it is evident that the gay city will not lack American talent.

TYPES OF TRAVELLERS

Veteran Dealer Discourses on Their Ways —Harm Wrought by Lack of Diplomacy.

"There are all sorts and conditions of travellers, and dealers soon come to know which of them have tact and which have not; which are a help and which a hindrance. We have to be pleasant with all of them, of course, but some of them we greet with hearty and unaffected good will," remarked an old dealer to a Bicycling World man.

"Such a difference as there is, too," he continued. "There is one man who drops in on us two or three times a year, and who transacts his business in about five minutes, leaving the instant he is through, carrying with him a signed order for goods. He is business clean through. No blarneying or beating about the bush, no round-about talk on a dozen topics foreign to bicycling. Instead, he goes right to business, opens his sample bag and shows us his goods. We want certain things, and if the prices are right—and they usually are—we buy. The bag is snapped to with a bang and he is on his way down the street in a jiffy. Why, he has been selling us goods for years and I don't even know his name!

"There's another man who is as deliberate as the first man is quick. He comes in and waits our pleasure. He will make himself useful, too, talk to a customer and keep him in play until we can attend to him. He even made a sale for us, once. I was trying to handle two customers at once, and he joined in the talk and as soon as he got the lay of the land he took one of them off my hands and actually sold him a machine, while I was vainly trying to close with the other one. It is hardly necessary to say that he got an order.

"There's another side to the picture, of course. The travelling man who is in a big hurry, and must be waited on at once; his fellow who has been sent on to patch up a row over some guarantees; and the one who is a collector as well as a salesman, all have their ways of getting on your nerves and snarling things up.

"The 'rush' man has to make a train, and he insists on your dropping everything and attending to him. The peace maker who has instructions to come to terms over the disputed guarantees, starts out with the assertion that his people were right and you were wrong; and this riles you and you get into a redhot argument over the matter, so that when the concession is made you are still irritated and think hard things about the man and his concern.

"The man who is both collector and salesman muddles the thing, too. There is a slight balance due, but collections have been slow or you would have squared it. The concern is anxious to sell you more goods,

and therefore the collection of the old account should have been gone about diplomatically. Instead, the man broaches the matter first thing, and becomes ugly when you show that you don't like his manner. In a huff you give him a check or a short time note, and then wait for him to change his tune. This he does when he brings out his samples, and you take your revenge by telling him you are not ready to order. By this time he is in a more humble mood, and plies you with solicitations, but you hold off stiffly and give him no satisfaction.

"Such tactless travellers do a lot of harm, and the trouble is that their employers don't know what the trouble is or why they lose trade.

New England Dealers' Bright Idea.

A number of bicycle dealers near the summer resorts in New England are using a rather neat "ad," the idea of which, while not wholly new, is valuable to any bicycle dealer. They get up circulars giving the distances from the principal hotels to the points of interest in the surrounding country as registered by a Veeder cyclometer, and also give similar information in their "ads."

For instance, E. R. Davis, of Rockland, Me., takes a page advertisement in the local guide book, and in it gives a table of Veeder cyclometer records, with the explanation that the distances were measured from the Rockland Postoffice by E. R. Davis, bicycle machinist, No. 20 Oak street," etc.

The idea is a good one, inasmuch as it stimulates an interest in cycling, gives useful information, and is good publicity for the bicycle dealer himself.

Belt Assister for Heavy Going.

A belt has been designed by an English concern to assist the rider when cycling against the wind, over heavy roads or uphill. A thin leather strap fastens round the waist under the waistcoat, so that the belt proper can be worn low down, some two inches above the saddle when seated. Two small straps with ring are fastened on to the handle bar, and arrangements are provided whereby the belt is adjusted to the right length. When the belt is properly fixed for the required pressure upon the pedals it is held taut by slipping a ring on a pin. Directly the rider wishes to dismount, or to cease using the belt, if he leans forward slightly the ring drops from the pin and he is free from the machine.

Protecting Crank Hanger Bearings.

If borax has been used inside either the seat tube or the bottom tube, and it is found impossible to remove the whole of the hard glassy scale which results from using it, then two suitable corks should be forced into the ends of those tubes inside the bracket shell. The corks will at least prevent the hard material from shaking down to grind away the bearings in the crank hanger.

CONFIDENCE OF CUSTOMERS

Is a Valuable Asset in a Dealer's Business —How to Obtain it.

A very great deal depends upon whether you enjoy the confidence of your customers. Some agents will not go out of their way to obtain this essential to all businesses. Once get well thought of by the local riding public and they will considerably improve your trade. This is not to be acquired by refusing to be troubled with small repairs during the busy season or by treating inquiries in a "don't care whether I tell you or not" sort of manner, says an old dealer.

There are agents who look upon all seekers for information as though they only desired it for the purpose of enlightening a rival dealer, or of comparing prices with a view to playing off one agent against another. There is a lot of this done without doubt; still it pays in the long run to be obliging, civil and courteous to all, and if you accommodate a customer in small matters the probability is that you will secure his trade in larger items, and thus make a real live travelling advertisement that no money can purchase.

What do you say? You have heard all this before? Then why do not some of you profit by what you hear and read? The complaints of inattention from customers are both loud and deep. How often do you promise repairs for the same night and deliver them the following week, as though time was of no importance whatever? How often do you take the trouble to clean up "repairs" and send a machine out looking bright? More often than not it goes out again as dirty as when it was brought in, whereas if you had put a boy on it for half an hour it would have materially increased the value of the repairs in the opinion of your customer and given him satisfaction.

Result of Over-Annealing.

Over-annealing is the cause of much steel hardening unsatisfactorily. Steel that is allowed to be exposed for too long a time to the action of heat in annealing will not give the results when hardened that steel properly heated will give, and, again, when the temper is drawn, the effect is noticed, as the hardness appears to run out more quickly. In other words, if two pieces of steel cut from the same bar are annealed, the one heated properly and the other allowed to soak in the fire, both being hardened in precisely the same manner, and the temper drawn in each to a full straw color, the piece that is over-annealed will be found softer than the other. Over-annealing is a very common error, and as the party doing it does not understand the ill effects of it, the trouble experienced in this case also is supposed to come from the steel.

ARRAYED WITH MOTOCYCLISTS

A.C.C. of N.Y. Supports Them in Controversy With Automobilists—President Oatman Re-Elected.

At the annual meeting of the Associated Cycling Clubs of New York, held last Monday night at the quarters of the Metropole Cycling Club, 10 West Sixtieth street, the organization arrayed themselves firmly on the side of the motorcyclists in their controversy with the automobilists concerning legislation.

At the time of the meeting it had not been officially announced that the New York State Automobile Association had offered an amendment to the Hill-Cocks Automobile bill now pending at Albany, the amendment exempting motorcyclists from the provisions of the bill. All that was known was that the bill, as originally introduced, was the first one in which automobilists went out of their way specifically to include motor bicycles in the same class as automobiles and subject to the same harsh restrictions and imprisonment penalties, although the motorcycle clubs are members of the Associated Cycling Clubs and not of the automobile association and never have tried to interfere with automobilists by proposing legislation for them.

The delegates of the Associated Cycling Clubs at their annual meeting therefore adopted the following, which plainly declares an alliance between motorcyclists and other cyclists for the present and all time:

"Whereas it appears that automobilists have caused to be introduced in the New York Legislature a bill inimical to the interests and welfare of motorcyclists, two clubs of which are affiliated with this organization.

"Resolved, That these Associated Cycling Clubs of New York make common cause with motorcyclists and pledge their hearty support to any movement which seeks to defeat the offending bill, or any other measure which would set up class distinction by denying to users of motor bicycles the rights and privileges accorded to riders of other types of cycles."

Proceeding to the annual election, former Alderman Joseph Oatman urgently requested that he be permitted to retire, but his desire was overruled and he was for the fourth time elected president.

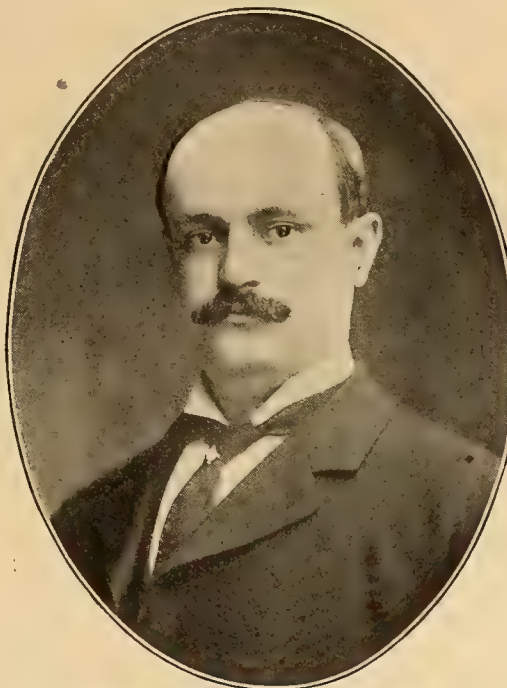
In addition to President Oatman, other officers were elected as follows:

Vice-president, M. L. Bridgman; committee chairmen, on rights and legislation, James O'Neil; on streets and roads, George C. Wheeler; on racing, Edward Gerbereux; on social intercourse, Oscar Frankel.

The election of a secretary and treasurer was deferred for one month. The Helvetia Wheelmen were admitted to membership. The report of Chairman Wheeler was unusually interesting. It showed that during the year 185 streets in Manhattan had been asphalted or smooth paved, eighteen of these being those in general use by cyclists and drivers and which connect with other smooth paved streets. Mr. Wheeler, who is a city

engineer, cited the improvement of the following streets as being of especial interest to cyclists:

Barrow street, from West to Washington; Broad street, from Exchange to Wall street; Broadway, from 190th street to Dyckman street; Columbus avenue, from 125th street to 126th street; Fourth avenue, from Twenty-fourth street to Forty-second street; Fifteenth street, from Tenth avenue to Eleventh avenue; Lexington avenue, from 119th street to 131st street; Ninety-ninth street, from Broadway to West End avenue; 116th street, from Avenue A to Morningside avenue; 125th street, from First avenue to Third avenue; 126th street, from First avenue to Second avenue; 135th street, from Broadyaw to the Riverside Drive viaduct; St. Nicholas avenue, from 124th street to 133d street;



PRESIDENT JOSEPH OATMAN.

Seventh avenue, from 110th street to 140th street.

In addition to these there are 130 streets the paving of which has been contracted for and will be completed this year.

In Bronx Borough there have been many street improvements, among which are the following: Washington avenue, from 161st street to Pelham avenue; Bergen street, from Willis avenue to Brook avenue; 146th street, from Willis avenue to Third avenue.

The following streets are among the 130 under contract or planned for and will be paved this year: Amsterdam avenue, from 141st street to 155th street; Broadway, from Dyckman street to Spuyten Duyvil Creek (Kings Bridge); Fourth avenue, from Eighth street to twenty-fourth street; Forty-second street, from Seventh avenue to Tenth avenue; intersections, Twenty-sixth street and Second avenue and Twenty-sixth street and Third avenue; Lexington avenue, from 106th street to 119th street; Lenox avenue, from 110th street to 115th street, and from 117th street to 124th street; Madison avenue, from Sixty-sixth street to Seventy-second street, and from Eighty-sixth street to Ninety-first street; Manhattan street, from St. Nicholas

avenue to Twelfth avenue; Ninety-ninth street, from West End avenue to Riverside Drive; 125th street, from Eighth to Broadway; 181st street, from Broadway to Boulevard Lafayette; Second avenue, from 119th street to 127th street; Seventeenth street, from Seventh avenue to Eighth avenue (in front of Chelsea Wheelmen's clubhouse); Twenty-third street, from Sixth avenue to Tenth avenue; Warren street, from Broadway to Greenwich street (wood paving); Elm street, from Prince street to Howard street, and from Howard street to Cramers street; Fort Washington avenue, from Broadway and 159th street to Broadway and Sherman avenue (about two miles).

Mr. Wheeler's report further added:

"One Hundred and Tenth street bicycle strips were not built across Amsterdam avenue last year because this street was blocked off at Broadway by rapid transit work. This work will be done in the spring.

"Our petition for asphaltting Twenty-second street from First avenue to the East River (to connect with the East Twenty-third street Ferry) will be taken up again this year and effort made to secure authorization.

"A petition will be sent to the Park Department for asphaltting the intersection of 110th street and Fifth avenue.

"Work has already been begun on the extension of Riverside Drive from the end of the viaduct at 135th street to the end of Boulevard Lafayette at 158th street. This work will take about two and a half (2½) years to complete and will cost over three million (\$3,000,000) dollars. When this is completed there will be a continuous drive along the riverside from Seventy-second street to Dyckman street and Broadway (about seven miles.) Broadway will be paved from Dyckman street north to Kings Bridge, where it will connect with Riverdale avenue, which extends to Yonkers and thence along the Hudson to Hastings, Tarrytown, etc.

"Delancy street is to be widened and repaved from the end of the new Williamsburg Bridge to Bowery, and a new street will be cut through from Bowery to Elm street.

"Broadway, which has been torn up for nearly three years from Forty-second street to 169th street on account of rapid transit construction, will be closed up, repaved and opened to traffic during the coming summer.

"The only report which we can make at present regarding proposed improvements in Bronx Borough is that Jerome avenue is to be resurfaced and the Pelham Parkway to be completed. Full report on Bronx Borough improvements will be made at next meeting, and also report on projected work for Brooklyn.

"We should be pleased to receive suggestions from clubs in the association and from individual cyclists regarding street improvements or repairs and would request that they be sent in as soon as possible so that the matter can be laid before the city authorities in time to secure authorization before appropriations are exhausted.

"We have been assured of the hearty cooperation of the city authorities in securing any necessary improvements, but we must apply for the same at once as it is a case of first come, first served."

WHY IT SCORES

The Bicycle's Long List of Superior Points, Which Make for Wide Popularity.

What a change has come over the spirit of the cycling world inside the past twenty years! muses the Irish Ceylist. To ride a bicycle in the old times was considered a form of lunacy, and in a great many cases it meant that the rider was ostracised from

doubt the advent of the motor on the road has been the cause of finally removing the very strong prejudice which at one time existed against cyclists as a class. This, however, is beside the point, and we have to look elsewhere for the causes which have led to the almost general adoption of the cycle to-day both for purposes of pleasure and business.

By way of preface, we should like to say that the chief reason why the bicycle is in such universal use to-day is because of the

that is required to ensure sweet running is the exercise of a little care and the application of a little commonsense. In the words of a well known advertising expert, the bicycle of to-day is not only "perfectly simple," but "simply perfect."

It is generally admitted that as a health promoter the cycle stands unrivalled and alone. It takes the rider away into the country, where he breathes the fresh, invigorating air of heaven. It enables him to travel over the ground with the smallest



A FRENCH MILITARY CYCLING COMPANY.

"respectable" society. In the early days of cycling, a devotee of the pastime was regarded as a veritable Ishmaelite, with "his hand against every man, and every man's hand against his." Hence it was that the formation of cycle clubs became necessary for mutual help and protection. The treatment meted out to motorists to-day might be cited as a parallel case. The motor car driver has secured, as a kind of inheritance from his cycling predecessors, a great deal of that hate and contempt which a conservative public pours out upon anything new. There is an old saying: "It's an ill wind that blows nobody good," and there can be no

marked improvements it has undergone inside recent years. From a utilitarian point of view it knows no rival. It might be said of bicycles, as it was said of the soldiers of the Iron Duke, that "they can go anywhere and do anything."

The pedal-propelled machine scores over every form of motor in that it is ever ready for service. It offers the rider an assurance of safe return, which is more than can be said of even the most modern motor car. True, it may go out of order, but its mechanism is so simple that the merest tyro can put it right. Engineering skill and mechanical knowledge are unnecessary; all

possible expenditure of energy. The exercise it offers need not be more violent than the rider wishes to make it, and the cyclist who scampers over twenty-five miles of by-ways returns refreshed. It is a pastime that suits all seasons, all classes, and both sexes, and can be indulged in with equal zest by the child of eight and the patriarch of eighty. It is one of the most health conferring pastimes yet invented by man.

Another claim the cycle possesses over most other vehicles is, as a conveyance to and from work, enabling one to live in healthy suburbs. Mr. Ben Tillett, the well-known labor leader, writing on this very

subject some time ago, said: "In these days of industrial slavery, and the sacrifice of humanity to the gods of fire and smoke, the cycle comes as an angel to take men out of the fumes and stinks, and clang the thunder of machinery, and the mad rustle of weary workers. So little is known of the country by the town-reared man or woman that we can only hope for the development of the cycle, and its adoption by the masses as a means of transit and conveyance. The time will come when the use of the bicycle will be imperative if we want to maintain our industrial efficiency and physical stamina."

The bicycle bridges over space; it brings the country nearer to the city, and what is most important to the wage earner, its use makes for sobriety. It takes the workers away from temptation, and although drunken men have been known to cycle, it is only another case of the exception proving the rule, as cyclists, taking them all round, are a most abstemious and temperate class. The bicycle is cheaper than trams or trains, and its only timetable is "any time that suits the owner."

Then, again, we might consider the cycle as a time-saving machine. It enables the city traveller to make ten calls for every one he was able to make on "shank's mare." It dispenses with the use of a car, which is, perhaps, one of the chief reasons why it has become the object of the Dublin jarvies' wrath. Cyclists who used to lunch in the city, thanks to its aid, can now find time to ride home, and thus enjoy a more comfortable meal.

For commercial purposes its employment is simply invaluable. We venture to say, taking Dublin as a modern example, there is not an office in the city where at least one or two cycles are not in general use. Many of the large commercial houses recognize its usefulness by buying for cash a cycle for every man in their employ, allowing the owners to repay their indebtedness to the firm by convenient monthly instalments.

Lastly, we would speak of it as an educator. With a bicycle at our command "the world is an open book of sweet and pleasant poetry." Its facile locomotion enables us to instil into our minds the love of the beautiful in Nature. There is no better aid to the student of Nature than his faithful steed, as it conveys him speedily and noiselessly away from the haunts of men, and brings him to the scenery in which his heart delights. An old golfer once said, when speaking of his favorite game, that it would almost cure a guilty conscience," and we think the same claim might be made for cycling under conditions such as we have indicated above. When compared with a cycle, there is something almost irreverent about a motor as a standpoint or platform from which to admire the grand in Nature. Its mad rush, its accompanying line of dust, and its objectionable smell cannot be reconciled with the sanctity of the surroundings. As a companion for

studying Nature in all her varying forms, the bicycle has no equal. With it you can penetrate right into the heart of the most sacred shrine. Many a man can trace his love of the picturesque to his first possession of a bicycle. The bicycle enables its owner to see his country, to know his country, and to love his country. As an educator, the work of the bicycle can neither be estimated nor measured.

We have endeavored to put forward a few reasons as to why the bicycle has become "the plaything of the few and the necessity of the many." It has conquered all classes by its unequalled facilities both for pleasure and business. But its work is not yet done. There is no reason that we know of why it should not continue to win its way into the service of the people until its use becomes as universal as the wearing of boots.

How Water Affected Carburettors.

A British motorcyclist remarks an unusual trouble which he recently experienced. Briefly, the trouble was this: On starting, the engine would run well for about 300 yards, when it would slow up and finally stop altogether. After a wait of a minute or so, the process was repeated, with the 300 yards reduced to about 200, depending on the length of the wait. The carburetter was taken out and tried with all possible adjustments, new springs put on both valves, the gasoline flow tested, and finally the carburetter was sent back to the makers. It was returned as having been found defective and repaired. But on trying it again, the trouble was there just as before. Finally, on removing the carburetter and the inlet pipe after another fruitless experiment with a similar carburetter from another machine it was noticed that the gauze in the inlet pipe was covered with a film of water. Here then was the automatic throttle and the cause of all the worry. The film stopped the supply of gas to the engine; on waiting a minute or two the heat from the engine dried up the water, and the same thing occurred ad infinitum and ad nauseam. On removing the gauze altogether the machine romped away "on top form." Where the water came from is, unfortunately, not explained.

Florida Dealer's Safeguard.

Down in St. Augustine, Fla., there is a bicycle dealer who, when he sells a bicycle on the instalment plan or hires one out, has the customer sign a contract which leaves no doubt in the dealer's mind as to "where he is at." The contract is about the most extreme specimen of its sort ever encountered, and under it the dealer might, in default of payment, go after his property with an axe, or a Gatling gun, and seize it. This remarkable contract form, after the usual preliminary agreement reads:

"And, if I should fail to pay rent when due, I do hereby agree and consent for the said ———, or his agent, to enter my house

and take away his said property, without any process of law, hereby waiving and renouncing for myself and family any and all rights that we may have for trespass or forcible entry for such an act according to the laws of the State of Florida, under ordinary circumstances."

New Inlet Valve Fastening.

The usual methods of securing the cup to the inlet valve stem are of two kinds—either by screw, with split pin to lock, or loose cup, with slot and key fastening. A rather neat and novel departure from these methods has come to light abroad. The stem, instead of being slotted for the usual key, is filed flat on two sides; the cup, of the usual circular pattern, is also slotted, but so as to enable it to be slipped on to the valve stem, not over, as in the usual method. In this position it is locked so far as any up and down play is concerned, but free to detach by a side movement. To attach and detach the spring and cup is the work of a moment—by merely depressing the spring clear of the cup boss the latter can be at once pulled out, it being simply gripped by the few top coils of the spring.

Mud in the Muffler.

Where, as is often the case, the muffler is fixed right in the line of the mud track, it is well to occasionally take it off and clean it as well as one can do it. A rider recently complained of the irregular and unsatisfactory working of his motor, which seemed to gradually lose power in a curious way. He at length, by an accident occurring to the exhaust pipe, which broke it, discovered the cause, for at once the motor picked up speed. He disconnected the muffler to effect the necessary repair, when he discovered it to be completely caked with mud and dust, which had worked its way into the holes.

River Motorcycling France's Latest.

River motorcycling is the latest sport in France. The "river motorcycle" is the name given to a motor-propelled skiff; and the beauty of the new sport is that it gives you a lot for your money. You have to be, first of all, an expert sculler, so as to have acquired the knack of balancing your frail craft; secondly, you must be a motorist, in order to get the right sort of results from your motor; and thirdly and lastly you must be a good swimmer.

Must Have Bicycles to Get Work.

Small boys in New Jersey have a new argument to induce their dads to buy them bicycles. The youngsters can say that wheels are necessary to enable them to earn something for the family fund, as the telegraph and messenger companies in Newark and the Oranges have put these signs in their windows:

◇ BOYS WANTED—Must own bicycles. ◇

FRENCH STEAM MOTORCYCLE

The Espujols Resembles a Gasolene Machine and Develops 2 h. p.—The Details.

The Espujols steam bicycle is the contribution of a Frenchman of that name that has just made its appearance abroad, and that is attracting no little attention, being a "good looker" and in general appearance not very different from the motor bicycles with gasolene motors now in use. The single cylinder motor is attached to the rear fork of one side of the driving wheel, which it propels by the simplest possible form of spur-gearing. The boiler and burner are accommodated in a closed case filling the V-shaped frame, and arrangements are also made for pedalling the bicycle by the ordinary chain and sprocket transmission.

The steam passes from the top of the boiler to the motor through two throttle valves near the saddle. One is a complete stop valve, and is operated like a brake by a hand lever, being merely employed as an extra precaution, while the other is the throttle by which the speed of the machine is regulated. The motor is of the single cylinder type, with mushroom valves. The dimensions are as follows: 34 mm. bore, 59 mm. stroke, and its speed can be varied from 850 revs. per minute to 1,300 revs. per minute, giving at 40 kilogs. pressure, and the lower speed, approximately 2-horsepower. From the motor, the steam passes to a surface condenser of multitubular construction, the tubes being coiled as seen behind the seat pillar. After leaving the surface condenser the condensed water passes into a cylindrical vessel immediately behind the bottom bracket, from which it is pumped back into the boiler. On the way to the pump the water passes through a filter for removing any cylinder oil it may contain. The level of the water is kept constant, as far as possible, in this vessel by means of a float feed, which controls the flow to it from the supply tank. The water is drawn from this vessel by a pump, and is delivered by it to the boiler. A hand controlled by-pass is introduced into the delivery pipe, by which the quantity of water fed to the boiler can be varied by the driver, to control the steam pressure. The water tank and the petrol tank are mounted immediately beneath the top tube of the frame, the required pressure in the petrol tank being kept up by a hand pump. The pump for supplying the air pressure to the gasolene tank is mounted in front of the steering handles, just above the top of the front forks.

The boiler, which is of very special construction, is arranged inside the casing immediately under the petrol and water tanks. The boiler is of a type suitable for use with any kind of steam engine, though, owing to its lightness, it is particularly suitable for bicycle propulsion. It can be very easily

taken to pieces, is very light, and gives great heating area. It is of the flash type, but consists of a number of double steel tubes—that is to say, each tube consists of two concentric cylinders, down the centre of which the water is led in, while the steam is generated in the space between the inner tube and the outer one, this space containing a number of baffles. The total weight of the vehicle ready for the road is 48 kilogs., the wheels are 650 mm. in diameter, 2.3 litres of water are carried, and 5.3 litres of fuel. The total consumption of fuel per 100 kiloms. is said to be 2.5 approximately. The bicycle is usually started by pedalling, in order to remove any water from the cylinder.



A "BICYCLE GIRL" OF JAPAN.
Note the Bicycles Woven in the Cloth of Her Kimono.

Olympia Track's 18 Foot Banking.

An eighteen-foot banking is the feature of the new Olympia racing track, London, England, which was opened a few weeks ago. It is made of wood, fairly wide battens of which are laid transversely. Nine laps have to be ridden ere the mile is completed, and its banks sheer off at such an acute angle that there is practically a total absence of "straight." The old hogback principle has been discarded for a surface which it is not much of an exaggeration to say is like the side of a house at the bends.

Games of various kinds are held in the building, but the cycle races appear to find most favor with the spectators.

A paste of blacklead with water smeared into the crank hanger thread, or into the seatings for the head ball races, will effectually prevent the brass from running where not required.

HOME-TRAINER CONTEST

Greater New York Championship Run off by Tiger Wheelmen—Rosengreen Wins.

The "one mile home trainer championship of Greater New York" was run off on Saturday night last, 6th inst., at the annual reception of the Tiger Wheelmen, held in the lyceum of the Century Wheelmen's clubhouse at 444 Amsterdam avenue, and proved to be an interesting and almost exciting affair. The contest was run on a double home trainer of the roller platform type, with a separate speed indicator above each platform, so that each rider's progress could be constantly watched. The race was run in trial heats, semi-finals and a final.

E. Rosengreen, of the Monitor C. C., Brooklyn, proved the winner in 1:10. He won both his heat and his semi-final, improving his time on each occasion.

The other competitors were L. Bliss, Sutton Wheelmen; Oscar Schwab, Royal Wheelmen; George Weirich, Stuyvesant Wheelmen; H. Clausen, Tiger Wheelmen; C. Gesler, Tiger Wheelmen; O. Steih, Brower Wheelmen, and F. E. Williams.

The summary:

First heat, won by Rosengreen; time, 1:14; second heat, won by Schwab; time, 1:14 4-5; third heat, won by Williams; time, 1:19 4-5; fourth heat, won by Geisler; time, 1:30.

First semi-final—Rosengreen defeated Schwab in 1:12. Second semi-final—Williams defeated Geisler in 1:23.

Final—Rosengreen defeated Williams in 1:10.

Sidepath Commission Elects Officers.

At the annual meeting of the Monroe County (N. Y.) Sidepath Commission Frank J. Amsden, of Rochester, was re-elected president and William Thompson, secretary and treasurer. The other members of the commission are H. F. Marks, A. J. Gallup and Frank F. Jones. The commissioner again elected A. P. Dean, of Henrietta, as superintendent of the paths, and C. G. Houston, of Rochester, as clerk of the commission. Mr. Dean has held the position of superintendent since the commission was organized, and has had charge of the repairs and construction of the 200 miles of side paths throughout the county. His retention is evidence of the satisfactory performance of his duties.

The commission has selected a design for the sidepath license tag for use this year. It is in the shape of a horse shoe, and will be placed on the left fork of the bicycle as heretofore. Superintendent Dean has obtained and is distributing quantities of cinders at various points along paths, where they will be needed when the frost is out of the ground.

"Motorcycles: How to Manage Them." Price \$1. The Goodman Company, 154 Nassau street, New York. ***

EFFICIENCY OF SALESMEN

Constant Watch for Opportunities to Help Business is Certain Indication of It.

"Our efficient salesman will make the most of any opportunity, in or out of the store, in making himself friends. He can by his cordial words and actions cement the ties of friendship with customers and draw new ones by the same means," says W. H. Pinkerton, of Dakota, in a paper on "Efficient Salesmen," read before the North Dakota Retail Hardware Association. "Some clerks are so shortsighted as to think that they have done their work when they have shown the goods that the customer asks to see, and then, when the closing hour comes and they can lock the door the interest of their employer is not thought of till the store is entered again. Just here some clerks who read this will say, 'Do you want us to solicit sales after hours?' and I would answer, 'Very seldom, unless approached on the subject.' But in a thousand ways between the opening of a year's business and its close one can remember his employer's interests in some slight way that will be of benefit to him, and what is a benefit to one is also a benefit to the other in the end. A salesman who is uniformly friendly and courteous unconsciously draws his friends and associates toward the business house with which he is employed. The world is full of employers who are overworked and are constantly looking for the efficient young person on whom they can shift responsibility. The candidate for one of these positions can and must show his fitness for the promotion while he holds the more humble one. Some assume to say, 'When my employer pays me more I will work harder and be more efficient.' This is beginning at the wrong end. He must first make himself valuable, then promotion will come. It may be in the service of the same man or another. An efficient salesman will be careful to keep seasonable goods well displayed.

"This often causes extra work, but if the spare moments are improved this can be done without interfering with his duties in waiting on the trade. The clerk who finds much time to sit on or lean against the counter in business hours will soon have all of his time at his disposal. With proper discretion we can present the merits of new goods that are placed in stock with which the trade is not familiar. This must be done carefully, presenting only such goods as we are sure will interest the party, and taking his time only when we are quite sure that he has it to spare. There is trouble at times in larger stores where several clerks are employed by a desire on their part to joke a man and have much sport during times when trade is quiet and they have no customer to occupy them for a short period. On such occasions they may be inclined to

gather in one part of the store and indulge in noisy fun. This interferes with the work of the office force, and if there is one customer in another part of the store attempting to purchase goods, the sale will be much interfered with by a burst of boisterous laughter from these idle clerks. Our stores and employes should create a business impression on those who come to inspect our wares. I do not want to be understood that salesmen must put on a long face, as we sometimes express it, but any sport and fun should be of a quiet nature, which will not interfere with the work of the establishment. Cheap jokes and undignified conduct do not tend to build up any mercantile business. Our friends usually visit us in our homes or at other social gatherings. At our stores they expect to be met in a business way only, as a usual thing.

"Efficient salesmen, in taking orders to be delivered, will be very careful to get all the details that are necessary to the intelligent filling of the order. They will also note if it is a rush order, and see to it that any promise made is diligently carried out. Valuable salesmen will not extend credit except as authorized to do so. Much tact is required in handling applications for credit so that they can be referred to the credit man without making the customer feel that his case is held up unnecessarily. It is usually best, if the clerk can spend the time, to go with the applicant to the credit man and explain the case in a few words, simply stating the man's needs, in so far as he understands them. He should not assume to make any recommendations, however, but withdraw, leaving the customer to the tender mercies of the credit department.

"The efficient salesman must give careful attention to any complaint, whether it be trivial or of more importance, remembering that the customer thinks it of some importance or he would not report it. These should usually be reported to the manager, except in cases where the clerk is certain that he is able to fully adjust the matter. The least said about competitors the better. As a rule, let them do their own advertising."

Rode Centuries on Lincoln's Birthday.

Despite the stinging cold, C. P. Soulie and R. A. Muller, of the Tiger Wheelmen, this city, yesterday (Lincoln's Birthday) won the third and fourth prizes offered by the Century Road Club Association for the first four riders to complete centuries this year. They covered the one hundred miles on the Long Island course in less than seven hours. The first and second prizes were won by other members on New Year's Day. I. Van Millen, of the Tigers, also started with Soulie and Muller, but did not finish until 10 o'clock at night.

Will Tax Buffalo Cyclists.

The New-York State Senate has passed the bill desired by the Mayor of Buffalo permitting him to impose a tax on all vehicles, bicycles included.

ASSETS THAT ARE INVISIBLE

Industry, Diplomacy and Stability of Character Make May Merchants' Success.

"The commercial agencies tell us that over nine-tenths of the men who enter mercantile life are not successful," says R. A. Grim, in an article on the invisible assets of salesmen and retail dealers. "What we desire to combat is this frightful financial mortality. We see two men start into business in apparently equal conditions. In a short time conditions change; one either remains in the background or fails, the other forges to the front. I do not think there is a better source of information as to why this thing exists than the salesman who calls on those men in a regular way. He has in his mind's eye the individuality of each man he calls on, and as this man or that falls below the average he can foretell almost to a certainty the outcome. In other words, we were born with certain traits of character, certain visible assets, that fit us to be a success or a failure in mercantile life. I think, from a financial standpoint, industry is the strongest asset a business man can have. Dun or Bradstreet do not take it into consideration, but give me the industrious man with a small capital in preference to the ease loving one with larger means. The industrious man will make the most of the means at hand, and, if he is possessed with the ideas of order, will present his goods to the trade in such a way as to gain business.

"Another asset not down in the agency books is diplomacy. No matter how careful or how industrious he may be, if a business man is not diplomatic he cannot gain or keep friends. Every man should have his convictions and a right to his opinion, but to win friends do not thrust your opinions or convictions upon your trade. Many a man has driven away a customer by his outspoken and insistent harping on some subject that was repugnant to a part of the community in which he lived. Everybody's money looks alike when it is in the till, no matter what his religion, nationality or politics may be. It may take a good deal of self-control not to call some Smart Alec down, at the same time he may be contemplating a purchase of considerable magnitude that would carry a handsome profit. By being diplomatic, I do not mean that we should agree with every one, and be an Ephraim Smith, but it is always better to maintain a dignified silence upon a question that may lead to a heated argument and make an enemy.

"Away above and beyond all else that may go to make up the component parts of a successful business man is stability of character. This is an asset that underlies the whole fabric of our business system. When the hard times come, and the crops fail and fortune hides her face, it is the man who is known to be honest with himself and his fellow men that will fare the best.

Rubber's Boiling and Freezing Points.

The freezing point of vulcanized rubber is very much lower and the boiling point much higher than the freezing and the boiling points of crude rubber—if rubber can be said to have a freezing or a boiling point, says the India Rubber World. The lowering of the freezing point of a substance and the raising of its boiling point is a reliable indication of a change in the chemical condition of the substance.

In the sense that the boiling point of a substance is the temperature of ebullition, rubber has no boiling point. But in the sense that the boiling point is the temperature at which the substance decomposes, a sense in which it is often used, both crude and vulcanized rubber have boiling points.

In the sense that water freezes and forms ice, crude rubber has no freezing point. But it stiffens as the temperature falls near the freezing point of water and has all the physical appearances of having been frozen. But, being an uncrystallizable substance, it cannot crystallize as water does when it freezes. When the temperature rises above its freezing point, there is no change of form, as when ice turns to water, or when a metal melts. It merely re-

sumes its normal condition without having its characteristics changed in the slightest as the result of the freezing. This normal condition is retained, when subjected to a rising temperature until, at a temperature no higher than those employed in vulcanization operations, its structure changes and the substance decomposes.

Winter Weather Suits Tires.

Contrary to the general opinion, some riders contend that pneumatic tires receive less injury during winter riding than in the regular season. Particularly is this true of punctures. Even jagged ice, say these riders, inflicts fewer punctures than do flinty roads in summer. Why this should be they are unable to say, but that such is the fact does not admit of dispute, they assert.

To Ride 100 Kilos Daily.

A French cyclist has undertaken the task of riding 100 kilometers (about 61 miles) each day during the current year. It will be recalled that Teddy Edwards in this country once attempted the feat of riding a century a day for a year, but was stricken with typhoid fever after completing about 250 of the daily runs.

To Get the Proper Reach.

To get your correct reach there is no better method than the time honored one of sitting on the saddle, with the crank down, and letting the center—not the ball—of the foot rest on the pedal. A slight variation is to place the ball of the foot on the pedal, but to keep the leg slightly crooked; this is the virtual equivalent of a straight leg, with the center or hollow part of the foot on the pedal. It should be seen that the down crank is slightly forward of a center line drawn through the hanger, for if it is perpendicular the pedal is brought a little nearer the saddle, and, therefore, the distance between the saddle and the pedal is not the greatest possible, as it should be.

Perfection Comes Slowly.

There is no such things as perfection in this world, and certainly not in the bicycle. A new thing is introduced; it seems to be all right, but give it two or three months' trial on the road, and you will find little things cropping up regarding it that were not thought of. It is made right at last, and then something else turns up to give trouble in its place.

"Motorcycles: How to Manage Them." Price \$1. The Goodman Company, 154 Nassau street, New York. ***



Are You Alert Also?

You Should See Our

1904 CAT ALOGUE 1904

...CONTAINING...

*The Latest Novelties, Goods and Accessories for
Bicycle Builders and Dealers.*

EXCELSIOR SUPPLY CO., - Chicago

It is well-known
that the

HERCULES DOUBLE-CYLINDER MOTORCYCLE

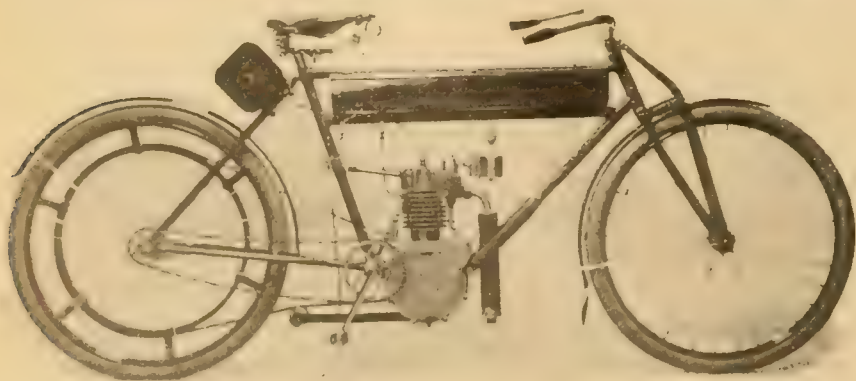
is
the

FASTEST Regularly-Built MOTORCYCLE in the WORLD.

But do you know that our single cylinder machine is the **NEXT FASTEST AMERICAN-MADE MACHINE**, and that it is also the strongest and most durable. Then there is its simplicity and easy-riding qualities. We have a belt drive which gives no trouble from slipping but which drives the machine as smoothly as your bicycle driven by leg power.

WRITE FOR CATALOG.

**G. H. CURTISS MFG. CO.,
HAMMONDSPOUT, N. Y.**



ATTIRE FOR MOTORCYCLISTS

Rider Who Claims to Have Worn Everything, Undertakes to Give Advice.

At this season of the year, and especially with such a winter as we have been having, the problem of how to keep one's body warm, as well as the enthusiasm, is one of the most interesting ones for motorcyclists. With respect to keeping warm the average motorcyclist is apt to be careless and forgetful of the conditions that confront him. It is a poor cyclist who on a pushwheel "cannot ride fast enough to keep warm," but on a motorcycle the faster one goes the colder he is.

The erstwhile cyclist is too apt to forget the very different conditions of motoring. The cyclist does his twelve miles an hour and toils in doing it. The motorist speeds through the air at double the rate and sits stock still. Except when a gale blows from behind him he is for ever cutting the air—and the air him. A perpetual wind is penetrating his garments, and the wind can never be said to be behind him except when a hurricane follows in his rear. No man can stand before an enormous pair of bellows, be they worked ever so gently, without soon experiencing a great waste of heat. Some think it heroic to endure, but such heroism takes a different hue when the doctor mutters at his bedside: "Dear me, four degrees of fever!"

To keep warmth in and keep out the wet and cold are the main problems. In the matter of warmth there is this well established fact to bear in mind—summer or winter—when you start out for a motor ride you will never be too hot! You may feel suffocated inside and out on your own door step, but five miles away from it you will feel cool air penetrating your clothing from stem to stern, and probably one or two of your seven skins also. Nothing pinches when once under way. You may be laughed at, you may laugh at yourself in your own hall, but nothing you may be clad in will prove impervious to atmosphere by the time you have topped your first hill.

Save yourself misery, a chill, and perhaps a fortnight in bed. Bear with heat and stuffiness at starting out, and put on twice as much as you would if you were going for a drive behind a horse. With anything of a breeze, you will soon feel a coolness trickling through your innermost garment.

In winter it is easier to be wise than in summer. When winds are cutting, leather, fur and wool appeal to all, but on a seemingly warm day in summer one may start away warm and be half skinned with cold before twenty miles out. If not on your back take plenty on your carrier; it will not remain there long.

J. Berryman, one of the best known authorities in England on the subject of motor-

cycling, an enthusiast who rides in all sorts of weather, and who has learned from experience, gives the following list of how he prepares and advises others to prepare for the worst weather, and while it will sound to some Americans like the advice of an Esquimaux, or of a man who likes to "carry a trunk," there is in the main wisdom in his ideas, and riders here may profit from reading them:

"Boots.—Waterproof, a size too large, and a pair of leather half-spats; the latter make for cleanliness and comfort, and with an elastic band to fit under the sole of the boot and no buttons are easily slipped on and off.

"Leggins.—Again there is nothing like leather, and dogs do not feed on it long! I wear leggings, let the weather be dry or

leave it behind, resist the temptation; take it, the evening will be cool enough, and it may rain. With your knee-caps it is better than a floppy, non-water proof cape, and will be seldom too warm.

"Cardigan.—I never mount without one, worn outside the waistcoat, to be buttoned only in time of need.

"Hat.—In winter a leather cap with a double flap to come down over the ears, so made as to fall outside the upturned coat-collar and shoot off rain.

"Gloves.—In summer, none. The grip is more sure without them. In case of urgency the ungloved hand grasps the lever and handlebars with more certainty. Frost and bitter winds insist on fur-lined leather, and at such times nature will cry out for the warmest gauntlets. They should be worn in summer also, preventing dust from blowing up the arms. Eye-protectors of some sort are indispensable, for when there are no dust and no flies there is always wind, and oculists condemn this as injurious to eyesight.

"Thus equipped—though I welcome the best of all weathers—I am prepared for the worst; and preparation for the worst, of anything, robs it of menace."

Moral of a Punctured Tire.

"How often we do a thing we know we ought not to do, and then expect to pay for it! But when it turns out the other way, when the penalty is not exacted, does the experience teach us just as much? Sometimes I think it does," moralized an old rider.

"The thought came to me a short time ago," he went on. "I was returning home from a ride which totaled some twenty-five miles, when a sudden hiss and an accompanying flabbiness of my rear tire told me that something had happened. I got off and found a flat tire; and a second look disclosed the culprit, in the shape of a rusty nail which had penetrated the tread of the tire, making a disheartening looking hole. What to do was the next question. I was about three miles from home, and it was near the end of the short winter day; while my tool bag contained all the necessary repair articles save the tube of cement, the old one having been thrown away a short time ago with the solution all gone.

"What I should have done and what I did are two different things. I should have walked the machine to the nearest repair shop and had the tire fixed. What I did was to hoist myself carefully into the saddle and pedal slowly home. It was weary going, over the frozen roads, with the rim bumping, and more than once I half wished I had done the right thing. But home hove in sight at last, and I put the machine up.

"'Lucky if I don't have to put on a new rim or tire,' I said to myself. 'And serve you right,' said an inner voice, which was my conscience, 'for such a scurvy trick. But it turned out otherwise. The good fortune which waits on drunken men and fools preserved the rim and tire intact, and when I had bought a tube of solution, put a plug in the gaping hole and pumped the tire the job was done, and a good job, too, though I say it myself.'"



NEW YORK BRANCH: 214-216 WEST 47TH STREET.

hot, wet or cold. They are a protection against accident as well as against canine ivory.

"Knickers.—Leather in this case is not desirable. You cannot throw them open as you can a coat, and they cause constraint of movement; I therefore prefer warm tweeds, and for outer protection I wear knee-caps, so to describe them for want of a better name. They are made to my order and fit well up to the fork. I consider them a very important and comfortable safeguard against wind and rain, dust and cold. They are made at my suggestion, of a black waterproof material to button below the knee (underneath the leggings), and enveloping the whole of the leg, are supported by a side strap to the braces button. A vast advantage of this garment for the motorcyclist is that with a short waterproof cloth coat no mackintosh is needed. I have ridden with this protection for sixty miles in a continuous downpour and have dismounted bone-dry. Overcoat—I repeat, decidedly leather; even in summer strap it on your carrier. If in very hot weather you are tempted to

Bicycles-Tires-Sundries



We made our purchases of tires before the prices advanced and are ready to share the benefit with our customers.

The prices on our other goods are also of the interesting sort. May we submit them to you?

Boston Cycle & Sundry Co.,
172 Federal St., Boston, Mass.



FOWLER-MANSON-SHERMAN CYCLE MFG. CO
241-249 South Jefferson Street, CHICAGO, ILL.

WE MAKE
HIGH GRADE BICYCLES
that have stood the test.

**The FOWLER,
The MANSON,
The SHERMAN.**

They are known the world over and have always given satisfaction. We make three grades of unequalled superiority and speed qualities. NEW MODELS FOR 1904.

Write us for Catalogue and an Agency.

Special prices quoted to dealers on standard Bicycle Supplies, Tires, Coaster Brakes, etc.

"STANDARD QUALITY" IN TUBING

Means right materials, right methods, expert workmanship, the greatest possible care in making, and a rigid final examination.

Everything that goes toward making perfect tubing is represented in

Standard Seamless Tubing

It's the tubing for you to use as a bicycle manufacturer intent on turning out the best machines, economically.

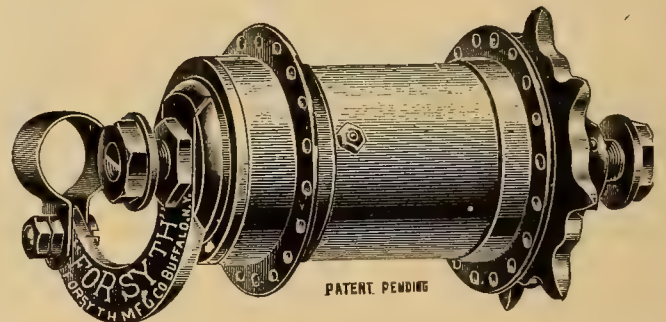
It's adoption by the leading bicycle makers of the country is pretty safe precedent for you to be governed by.

Liberal free sample—express prepaid—will be sent on request.

THE



When you tell a Rider



that the Coaster Brake you offer him is as adjustable as the bearings of his bicycle you tell him something that appeals to his common sense and that will help make a sale for you. You can say it of but one Coaster Brake—the Forsyth.

Try it! The result may surprise you and decide your Coaster Brake business for the year.

FORSYTH MFG. CO.,
BUFFALO, N. Y.

Schrader Universal Valve.

(Trade Mark, registered April 30, 1895.)

NOTICE.

Manufacturers of Bicycles, Jobbers and Dealers:

In order to facilitate the obtaining of

**PARTS of the
Schrader Universal Valve,**

I have concluded to sell parts only to the general trade.

Parts 99-1, 99-2, 99-3, 99-4 may be had from all the makers, or from A. SCHRADER'S SON. Price List and description parts sent on application.

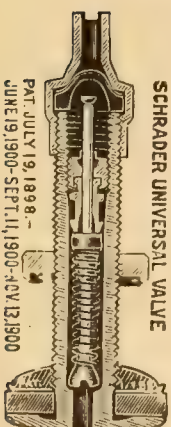
SIMPLE AND ABSOLUTELY AIR-TIGHT

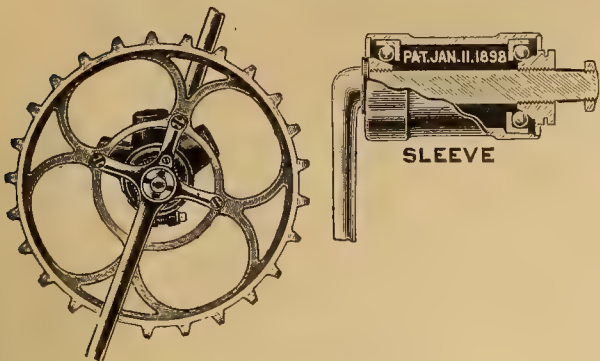
Manufactured by

A. SCHRADER'S SON.

ESTABLISHED 1844.

**30 and 32 Rose St.,
New York, U. S. A.**



"D. & J." HANGERS

have stood a market test of 7 years,
and they are considered the

**STANDARD HANGERS
FOR
HIGH-GRADE WHEELS.**

Our business has gradually increased, due to the actual merit of our Hangers, while over 95 per cent. of our competitors "have retired."

"D. & J." HANGERS cost but a little more than "one piece" or other inferior Hangers, and they add very much to the actual value and selling qualities of a wheel.

Any manufacturer can supply wheels equipped with "D. & J." HANGERS. If he should object, advise us, and we will refer you to others who will appreciate your business.

The Hanger is the heart of the wheel and the Bearings the essential part of the Hanger. "D. & J." HANGERS are mechanically correct, all bearings being within a Sleeve and independent of the frame. (See cut.) This every mechanic will appreciate at a glance, and a thorough trial will convince any Manufacturer, Agent or Rider.

"D. & J." HANGERS

Mean Satisfied Customers.

Satisfied Customers bring Repeat Orders.
Repeat Orders will Build up your Business.

PARK CITY MFG. CO.
CHICAGO, ILL.

RIDE A
**Cushion
Frame**
MODEL.**The Highest Grade**

OF BICYCLE CONSTRUCTION AND THE MOST

**Luxurious
Bicycle Made**

ALL DEALERS.

DIAMOND TIRES
Mean
CERTAIN PROFITS

The Diamond Rubber Co.,
AKRON, OHIO.

The Lady on the Tandem Sued and Won

It is pretty safe to count on German officialdom going the limit whenever the opportunity is presented. A case in which the bicycle figures, and in which for once it got all the best of the argument without deserving it, illustrates the point.

The case came before the German Imperial Court of Appeals. A man and a woman went out for a tandem ride, the former steering the machine. Unfortunately for his fair partner, the "man at the wheel" attempted to head off an electric street car and got the tandem upset, his companion being injured. She brought an action against the car company for compensation. Although it was proved that the collision was due to the inconsiderate steering of the man, and that the driver of the car had done his utmost to avoid an accident by all means at disposal, the case went against the company.

That was in the first instance, and the company appealed, as might have been expected. Denying liability before the Superior Court, the company pleaded that the cause of the mishap should be laid to what Germans call "higher power" something for which the litigant parties could not be held accountable. But the court declared that the "higher power" plea would not hold; the accident had resulted from the electric car traffic, and section 1 of the Liability Law must be applied.

Was the lady to blame? asked the court. And the court said No. Who then was responsible? The court reasoning by some dark process of logic peculiar to German courts, saddled the company with the responsibility and rejected the appeal with costs.

How Australian Railways Handle Bicycles.

The Victorian (Australia) cyclist who has occasion to use the railway and has doubts about committing his machine to the tender mercies of the railway employe, can, at a trifling expense, hire from the railway company a special cover, called a "railway bike envelope," which will protect the cycle from injury. The cost of hiring this for a journey of fifty miles or under is 6 cents; over fifty miles, 12 cents. On the Victorian railways bicycles taken in the same train by which owners are travelling as passengers are charged up to 50 miles, 12 cents; 51 to 90 miles, 18 cents; 91 to 130 miles, 25 cents; 131 to 200 miles, 31 cents; 201 to 300 miles, 37½ cents. Unaccompanied bicycles are charged 50 per cent extra.

Members of the National Touring Association of Australia have special concessions made in the event of a combined cycle and train tour, a reduction of 40 per cent. on the ordinary fares being granted.

"The A. B. C. of Electricity" will aid you in understanding many things about motor bicycles that may now seem hard of understanding. Price 50 cents. The Goodman Co., 154 Nassau street, New York. ***

**One Mile,
1:09 1-5**

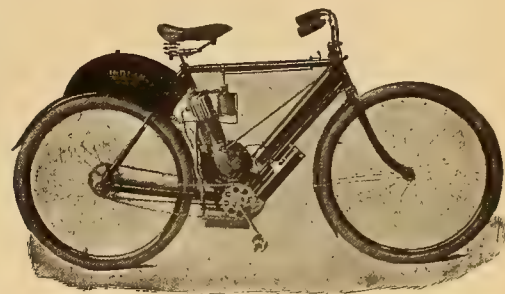
That's what
the first

1904 Indian

(ridden by W. W. AUSTIN)
did in the first race of
the year—that on the

ORMOND, (Fla.) BEACH
January 29th.

It was a stock model,
and all other 1904 Indians
are in the same class.

**AS IN 1903**

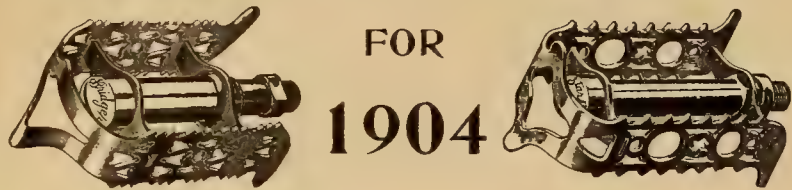
men who want motorcycle
satisfaction and dealers who
want real profit will ride
and sell Indians.

Are you one of them?

HENDEE MFG. CO.

SPRINGFIELD, MASS.

B.G.I. PEDALS



FOR
1904

NOW READY

These famous Pedals have surely worked their way to the front. What has overcome all competition? B. G. I. QUALITY which is better than ever in 1904.

HIGH GRADE BICYCLES REQUIRE HIGH GRADE EQUIPMENT

Every Maker, Jobber, Dealer and rider knows that B. G. I. PEDALS are Standard. Use them and avoid explanations.

THE BRIDGEPORT GUN IMPLEMENT CO.
313-317 BROADWAY, NEW YORK CITY

20,000 BICYCLE TIRES

at the old Prices.

**Coaster Brakes All Makes.
4,000 Assorted Saddles.**

WELL KNOWN MAKES AT HALF PRICES.

Lamps, Bells, Handlebars, Etc., at Eyeopening Prices.

We don't advertise Trade Prices, but will gladly send them with our 120 page Catalogue to all dealers.

E. J. WILLIS CO.,
8 Park Place, New York.



DOES IT ALL.

Cleans and Polishes, Lubricates
without gumming,

Prevents Rust
and does each better than anything else.

Dealers make lasting customers by selling

3 in One

WRITE FOR COMPLETE CATALOG No. 10.

G. W. COLE CO.,
145 Broadway, New York

All jobbers Handle Them.

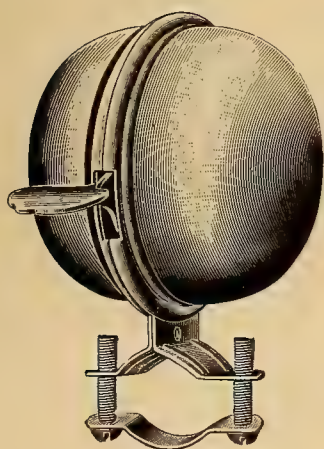
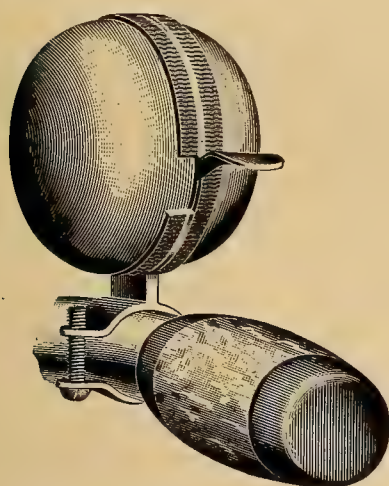
Continental Rubber Works,
Erie, Pa.



Bicycle Tires, Automobile Tires, Inner Tubes, Mechanical Sundries, Rubber Goods

There never were better bells than Bevin Bells

There never will be better ones.
We have the factory, the facilities, and the know-how acquired by 72 years experience in bell manufacture that assure it.



And you all know that our

**TOE CLIPS, TROUSER GUARDS,
LAMP BRACKETS, ETC.**

have been standards of the cycle trade ever since they were placed on the market.

CATALOGUE AND PRICES ON REQUEST.

BEVIN BROS. MFG. CO.
EASTHAMPTON, CONN.

The Week's Patents.

750,480. Attachment for bicycles. John McLarty, Seattle, Wash. Filed July 23, 1903. Serial No. 166,755. (No model.)

Claim.—1. The combination in a coupling device for bicycles, of a horizontally disposed frame comprising transverse members provided on their opposite faces with dovetailed sockets and curved longitudinal members hinged together midway between their ends and provided at their ends with dovetailed heads to co-operate with said sockets.

750,556. Safety arrangement for bicycle lanterns. Albert Reimann, Waldenburg, Germany. Filed November 11, 1902. Serial No. 130,899. (No model.)

Claim.—The combination with a lantern-holder adapted to be secured to a bicycle frame and consisting of a horizontal and an upwardly inclined portion, of a lantern socket fitting over the inclined portion, and a shell or case fitting over the holder and socket, said shell comprising a rigid top having a slot to fit over the upper forward end of the holder, a rigid side connected with said rigid top, a side hinged to the top opposite to the rigid side, a bottom side hinged to the bottom of the rigid side, and a lock for securing the free edges of the two hinged sides together, substantially as described.

750,982. Valve for pneumatic tires. John E. Keller, Jr., Litchfield, Conn. Filed May 11, 1903. Serial No. 156,633. (No model.)

Claim.—1. The combination in a valve for pneumatic tires, of an outer tube adapted to encircle a tire stem, an inner tube adapted for introduction within the tire stem, said inner tube having a flange with a low or conical surface provided at the upper end thereof and adapted to clamp said tire stem against said outer tube, a cap adapted to engage said outer tube, to draw it upward and force said inner tube downward into clamping position, a valve seat provided on the under surface of said cap, and a valve adapted to contact with said seat.

751,236. Means for propelling bicycles. George E. Wiley and William I. Coley, Saltville, Va. Filed July 18, 1902. Renewed November 13, 1903. Serial No. 181,098. (No model.)

Claim.—1. In a velocipede, the combination with the hollow legs of the front fork, the head thereof, the steering post and the transverse passages through the same, of the axle, its fast and loose pinions, the pulleys in the head, the upright pedal racks, and the flexible band connecting said racks, and passing over said pulleys, substantially as specified.

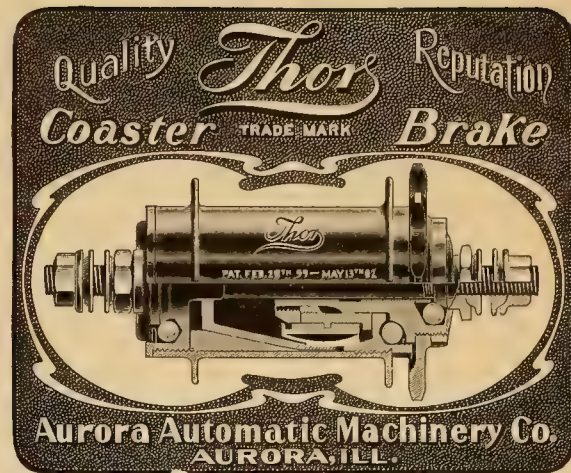
Always drill an air hole in a tube which you propose to close up by brazing, but never put spelter and borax inside such a tube if it is possible to braze a good joint from the outside, because some of the flux scale is sure to remain inside the tube, and rattle—to the rider's subsequent annoyance.

If you are not familiar with the line of

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permit us to post you... It will be apt to prove profitable

LIBERTY BELL CO., Bristol, Conn.



Thor Coaster Brake

will be a part of the equipment on many of the finest wheels manufactured and sold in 1904.

Do not allow yourself to be deceived. Insist on having

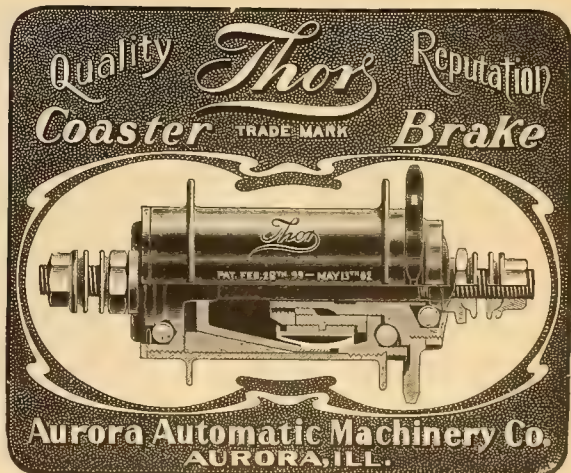
THE VERY BEST

It does not cost any more and insures satisfaction.

THOR COASTER BRAKES

are manufactured in

**THE FINEST EQUIPPED
PLANT IN THE WORLD**



WANTS AND FOR SALE.

15 cents per line of seven words, cash with order.

FOR SALE—An E. R. Thomas Auto-Bicycle, in good condition, for \$75.00.
W. R. STARKS, Chatam, N. Y.

FOR SALE—Motorcycle for \$90. Marsh 1903 model with 1904 improvements and many accessories. Finish renewed. Perfect condition. L. E. French, Amherst, Mass.

WANTED—First class bicycle enameler. Must be well educated and thoroughly understand mixing of all colors. State age, salary expected and furnish references. Pope Manufacturing Co., Westfield Factory, Westfield, Mass.

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BALL
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IS USED.

With millions in daily use, it has stood the test for more than five years, and is adaptable to ball bearings of any kind.

If you are users of ball bearings we would be pleased to hear from you and mail you our catalog with the latest information which we know would be profitable and interesting to you.

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FROM
SHEET METAL

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We supply nearly all
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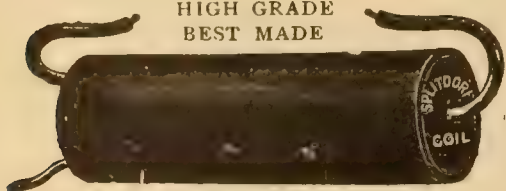
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HIGH GRADE
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wheels must have the
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There is nothing that gives more value for
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**MORSE TWIN CHAIN
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The only chain having Frictionless
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Morse Twin Roller. Fits regular
sprockets.

Send for Catalogue and
Trade Price to

Morse Chain Co., Trumansburg, N. Y.

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MUST SELL BELLS.**

STARR BELLS
Are the Best Bells
for Jobbers.

STARR BROS. BELL CO.,
EASTHAMPTON, CONN.

BARGAINS FOR BICYCLE DEALERS

IN
**TIRES, COASTER BRAKES,
CAS LAMPS, Etc.**

Write to-day for complete Catalogue.

THE E. H. HALL COMPANY (Incorporated),
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59-65 Exchange St., Rochester, N. Y.

DON'T BUY TIRES

until you have had our proposition on

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They are the very best value today. Write us about them.

THE SIDNEY B. ROBY CO.,
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Many times a sufficient amount of the de-carbonized portion—the outer surface—of a piece of steel is not removed to insure its hardening, and the steel is still blamed for not hardening. The quality is claimed to be not as good as the previous lot used, when, in fact, it is identical, the difference being that enough of the exterior surface was removed to get below the soft surface when the first lot was machined.

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For High Grade Bicycles. The best and neatest Oiler in the market. DOES NOT LEAK. The "PERFECT" is the only Oiler that regulates the supply of oil to a drop. It is absolutely unequalled. Price, 25 cents each.

We make cheaper oilers, also.

CUSHMAN & DENISON MFG. CO., 240-242 W. 21st St., NEW YORK.

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BUFFALO, N. Y.

**YOU WILL BE ASSURED OF
Better Values and More Satisfaction**

by placing your orders for bicycles,
tires, sundries, etc., with

JOS. STRAUSS & SON, Buffalo, New York.

WRITE FOR CATALOGUE.

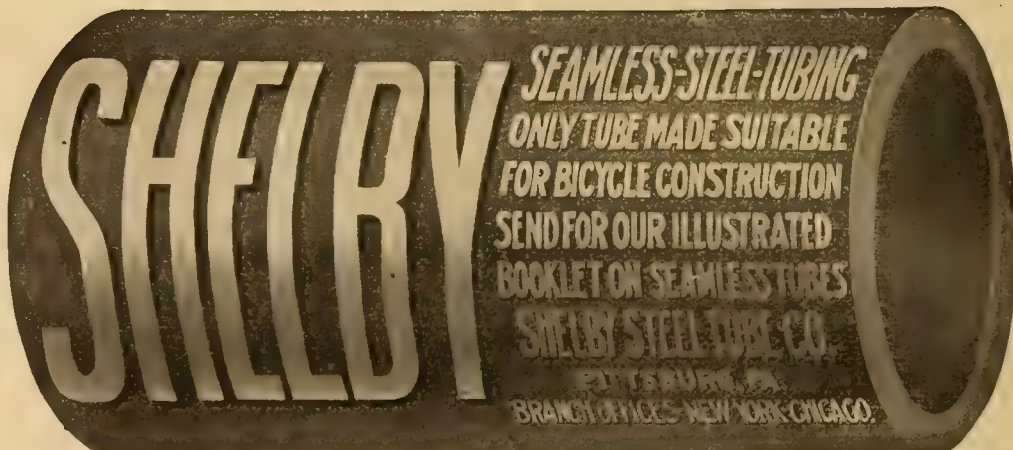
Ideal Handle Bars for 1904.

MOTOR CYCLE BARS A SPECIALTY.

Write for our Catalogue and Prices.

IDEAL PLATING CO.,
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We do Nickel Plating and Polishing in all its Branches.



SEAMLESS-STEEL-TUBING
ONLY TUBE MADE SUITABLE
FOR BICYCLE CONSTRUCTION
SEND FOR OUR ILLUSTRATED
BOOKLET ON SEAMLESS TUBES
SHELBY STEEL TUBE CO.
PITTSBURGH, PA.
BRANCH OFFICES NEW YORK-CHICAGO

The Bicycling World

AND MOTORCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVIII.

New York, U. S. A., Saturday, February 20, 1904

No. 21

HERE'S OLD-TIME ACTIVITY

Fourteen Hundred Men at Work and One Thousand Catalogues Asked for Daily.

To the man who fancies that doubt or hesitancy marks the cycle trade, nothing could be more inspiring than a visit to the Pope Mfg. Co.'s Western establishment in Chicago. The place is literally a beehive of industry—a fact that was deeply impressed on a Bicycling World man who was shown through the plant one day last week by Manager Atkins. In all 1,400 men are employed, and employed exclusively in bicycle manufacture. In the Crescent factory 900 men are at work. In an adjacent five story building, in which the offices are located, there are 150 workers, each with an allotted task, system characterizing every branch of the business.

It may also not be generally known that every part that now goes into the Rambler, Monarch, Crescent and Imperial bicycles, save the tubing, the saddles and the tires, is now made on the premises.

The Bicycling World man's visit also developed that Pope's publicity campaign is bringing quick and enormous results—results that utterly rout the idea that there is "little interest in cycling nowadays." It was not until the February national magazines appeared that the "first shot" of the campaign was fired. The effect was immediate. Mr. Atkins stated that inquiries and requests for catalogues are averaging from 800 to 1,000 daily, the number of women applicants being particularly large, which is not strange, however, as the first advertisements were of a nature that appealed to them. The volume of this business is so great—and the same state of affairs exists in the Eastern department at Hartford—that Manager Atkins was obliged to institute a new department, employing fifteen persons to cope with it.

Motorcycle Livery Pans Out Well.

From the best accounts, B. H. Lemont, of Lemont & Whittemore, Worcester, Mass., who left that city some six weeks ago to establish a "motorcycle livery" during the winter months at Ormond, Fla., has "struck it rich." He took with him some twelve or

fifteen Indian motor bicycles and a couple of trailers, and the demand for them is so great that they are bespoken several days ahead. Almost as many more could be profitably employed, and will be employed next season, Lemont having already contracted for the renewal of the privilege. The machines bring a rental fee of \$1 an hour, and are so immeasurably superior to the negro propelled "cycle chairs" heretofore the vogue at the Florida resorts that the chairs are threatened with extinction, unless they also be fitted with motors, which move would be a shrewd one.

Changes in Big Jobbing House.

The new board of officers of Hibbard, Spencer, Bartlett & Co., of Chicago, elected in January, is as follows: President, A. C. Bartlett; vice-presidents, Charles H. Conover, William G. Hibbard, J. J. Charles and Frank Hibbard; secretary, A. M. Graves; assistant secretary, C. B. Whipple; treasurer, E. G. Clark; assistant treasurer, H. J. Sawe; credit manager, F. L. Macomber. William G. and Frank Hibbard are sons of the late William G. Hibbard, until his recent death president of the company.

What Sutcliffe Owes.

According to the report of the assignee, the liabilities of Sutcliffe & Co., the Louisville, Ky., mail order house that dabbled in bicycles, are \$119,104.24; the assets total but \$55,826.

The three largest items of liability are preferred stock, \$50,000; common stock, \$25,000; bills payable, \$33,994.15.

On motion of the assignee Judge Gregory signed an order permitting the sale of the automobile department of the firm for not less than \$2,500. The assignee will also attempt to sell the business as a whole.

Morrows Re-enter Great Britain.

The Morrow coaster brake, which was shut out of the British market for a time, has made its re-entry. It is now being handled by Romain Talbot, of London, who promises to recover much of the lost ground.

Expansion in Utica.

The Utica Cycle Company has opened an office and salesroom at 21 Columbia street, Utica, N. Y. It will continue to job bicycles and do repairing of all kinds at No. 16 Main street.

WOODED AND WON ANGOLA

New York Town Gives Evidence of Faith and Now Boasts a Cycle Factory.

They are not all dead yet. The little town of Angola, in New York State, has given proof of the fact by raising \$1,500 to assure the location of the bicycle factory "in its midst."

The amount is not very large, it is true, but Angola itself is not a very big dot on the map, and, anyway, that sum accomplishes its purpose, and the Emblem Mfg. Co., manufacturers of Emblem bicycles, is now a duly accredited industry of Angola.

The moving spirits in the concern are Messrs. Schaack and Glass, both of whom were associated with the late and unlamented Day Mfg. Co., of Buffalo. At the time the Day plant was put up at auction Mr. Glass made a brave effort to bid it in, but interested creditors boosted the price too high, and he retired gracefully to flirt with the Angola folk.

Wilson Quits Tire Trade.

J. C. Wilson, president of the India Rubber Co., New Brunswick, N. J., has resigned that office and practically severed all connection with the tire and rubber trades, with which he has been so long and so intimately identified, first with the Hartford Rubber Works Co. and later with the Rubber Goods Mfg. Co. Mr. Wilson, who has a comforting share of the world's goods, has gone to the extensive plantation in Georgia which has been a family possession for generations.

When he will return and whether he will again engage in the rubber business is uncertain.

Must Pay 3 Per Cent. on Common.

When the Rubber Goods Mfg. Co. passed from the Flint interests a few years ago, it had a floating debt of about \$2,000,000. This has all been charged off and provided for out of earnings, and, in addition to paying 7 per cent dividends upon its preferred stock, the company has accumulated a cash surplus of \$800,000. It is now given out that common stock dividends of at least 3 per cent per annum are expected by leading interests in the company when the surplus reaches \$1,000,000.

TALL TALE OF TUBING

Deals With an "Invasion" that Failed and Assininity of those Concerned.

So fierce has been the strife among tube makers in this country that prices long ago struck rock bottom. The proof of this—if proof were needed—is found in a story in *The Cyclist*, related by Henry Sturmev, the former editor of that journal. In it he relates the experience of a syndicate which proposed to sell bicycle tubing in this country. After slashing prices in a harrowing manner, the British syndicate found that it was able to offer the tube here at almost the same figure as the home product—with the tariff of 45 per cent not taken into consideration. Of course, this blocked the deal most effectually, and Sturmev uses it as an example of the heinousness of tariffs as applied to the United States and their beneficence if they should be levied by Great Britain.

"A few months since I was approached by certain parties in America, who wished, for reasons which need not be entered into here, to buy a large quantity of weldless steel cycle tubing in Europe, and were prepared to give the preference to British goods even if the price were a trifle more than the home product," he says.

"As the quantity ran into several millions of feet, I saw an opportunity of putting a good thing into the hands of the British tube manufacturers, if they could, by securing the order, keep their mills running regularly the year round. So I approached the different firms engaged in the business, and, putting the situation clearly before them, asked their co-operation to this end. Each firm was asked to name the quantity which, in addition to their present output, they could undertake to supply by keeping their mills running regularly full time, and they were asked to work on the principle of dumping, and supply the goods at bare cost, looking to their profit in the decreased cost of the goods sold on the home market. One and all entered into the spirit of the thing, and between them I managed to make up guarantees to the full amount required and to secure some very low quotations. To this, of course, had to be added cost of package, transit to seaboard and freight to America, and by contracting for the conveyance of the whole lot by one line I found we could get rock bottom rates, and the net result was that we found we could take the goods into New York Harbor at within a fraction of a cent of the price at which the American tube was being purchased on a cut rate there.

"My friends on the other side would willingly have concluded the contract, but the 45 per cent duty, which was required to be added to the cost before a landing could be effected, effectually stopped the deal. They would not have minded paying 5 per cent or

10 per cent more for the British product, but the 45 per cent settled it; and we lost the order. Had we secured it we should not only have obtained a footing once more in the United States markets with tubing, but should practically have got the whole of the trade in that particular article into our hands.

"Now, the approximate value of the order was in the neighborhood of £70,000. How much of that would have been represented by labor I leave those with a knowledge of tube production to say. Anyway, the tariff deprived some hundreds of British workers of the necessary amount of employment, and the shareholders of the five or six firms interested of the additional profits shown in lessened cost of production, while American workpeople and capitalists gained to a corresponding extent. Now, here we have a case where home prices were cut to the finest degree, and the foreign article could only get in by adopting 'dumping' principles. Had there been so-called 'free trade' the British manufacturers would have got the business and the Americans would have lost it. The high duty effectually protected the home market without adding to the cost to the consumer one cent."

That a man possessed of such intimate knowledge of the trade as is Sturmev should have allowed the negotiations to reach such a point without taking into consideration a tariff impost of 45 per cent., is almost inconceivable. With much labor he procured price concessions from all the makers concerned, all figuring to meet a figure known to be excessively low; and then at the last moment he calmly informed his principals that a little matter of 45 per cent. duty was still to be overcome! The whole proceeding is so amazing that one cannot help wondering whether its utter assininity was not due to temporary aberration of mind.

Immense Catalogue from Ohio.

It will be a surprise to many people in the trade to learn that the largest catalogue yet issued comes from Newark, O. It is published by the Hoover-Ball Company, the well known jobbers of that town, and is a thick quarto volume of some 144 pages, printed in bold, clear type.

The catalogue is not devoted entirely to bicycles, of course, but only bicycles, fittings and sundries find space in its pages. It would not be easy to find an article used by cyclists that is not described, and usually illustrated, in the catalogue, from such small parts as washers, nipples, screws, etc., to assembled crank hanger sets, wheels and complete machines.

By this time the non-riding public has become accustomed to coaster brake machines, and the sight of a rider coasting along with his feet on the pedals no longer excites surprise. The variable speed device, however, is beginning to attract the attention of some of the observant ones, who, after seeing a rider change from the high to the low gear at the foot of a hill, ask questions about it.

MAY PICTURE THE FLAG

Court Declares Unconstitutional the Law Forbidding its Use for Advertising.

The Appellate Division of the New York Supreme Court decided last week that Section 640 of the Penal Code, as amended by the laws of 1903, is unconstitutional in so far as it prohibits the use or representation of the United States flag for the purpose of trade advertisement.

The court holds that the section violates not only the State, but also the Federal Constitution, and is an unwarranted interference with personal liberty and an attempt at class legislation. There can be nothing, says the court, in the use or representation of the Stars and Stripes to belittle or degrade the United States ensign. On the contrary, its depiction and the colors that usually accompany such decoration must inspire a feeling of patriotism.

John H. McPike, the manager of the cigar department of a general store, was arrested some months ago for offering for sale several brands of cigars upon the boxes of which the Stars and Stripes were displayed.

The Appellate Division upholds his release on a writ of habeas corpus, saying that it is nowhere apparent that the defendant's cigar box labels tended to degrade or belittle the flag. The trademark and label adopted by the cigarmakers had been used long before the passage of the amendment to the Code, and had always been considered legitimate. The right to a trademark, says the court, is a well defined property right.

While it is plain that the provision of the Code regarding the defilement, mutilation or degradation of the flag comes well within the authority and police power of the Legislature, the same cannot be said of the provisions regarding advertisements. If the flag is publicly degraded, says the court, there is liable to be popular anger and possible riot. Therefore, the Legislature in its police power has the right to make such defilement a crime.

But, continues the court, the advertisement provisions are unwarranted and unconstitutional. In the first place, they are an unjustifiable interference with the liberty of citizens, and, secondly, they exercise an unjust discrimination and interfere with commerce.

The law also, says the court, clearly makes a class discrimination which is unconstitutional, since book publishers, jewelers, stationers and newspapers proprietors are expressly exempted from its penal provisions.

The kind of courtesy that counts in business is thicker than a mere candy coating, remarks Jed Scarborough. It is simply the honest application of the old golden rule which always works both ways, as all good rules should.

F. A. M. IN STRONG POSITION

New York Legislators Friendly and Motorcycle's Exemption is Now in Both Bills.

With none of the noise or turmoil or speechifying that marked the efforts of the New York State Automobile Association to obtain a favorable report on its substitute bill for the existing Bailey law governing automobiles, the Federation of American Motorcyclists went to Albany on Wednesday last and signally advanced the good work which it quietly began last October.

The occasion was the public hearing on the so-called Hill-Cocks bill concocted by the automobile association, which unwarrantedly and despite previous understanding included motorcycles in its provisions. The story of the brisk interchange of letters between the two organizations which led to the insertion of an amending clause exempting motorcycles, is recent history. The F. A. M., in the person of the able chairman of its Legal Action Committee, Alex Schwalbach, attended the hearing—that of the Senate Committee on Roads and Bridges—to make assurance doubly sure. He accomplished even more.

The automobilists brought to bear a great array of oral artillery. They bombarded the committee for nearly two hours, one of the speakers, in ignorance of the fact that the genial old chairman himself is a famous horse breeder, repeating the empty prattle of how the automobile will ultimately sweep the horse off the earth. Mr. Schwalbach was present, but made no speech. While the automobilists held aloof he for two days mingled freely with the legislators, several of whom he knew personally, and others remembering the polite pre-election letter of last October which solicited their views and support.

Without exception he found them all friendly and well disposed to motorcyclists and cyclists generally. Chairman Stevens, the horse breeder, who smiled when the automobilists belittled his pet interests, was urbane to a degree, while Senator Allds, one of the most masterful men in the legislature was as cordial as he is logical. The other members of the committee, Senators Brown, Dooling and Keenan, were not lacking warmth. Senators Bailey, Marshall and Burton were others who gave evidence of interest and friendliness.

Senator Bailey, whose law the Hill-Cocks bill would replace, was Mr. Schwalbach's guest at dinner, and far from being a man with horns, as some imaginations had pictured him, he proved a most charming and agreeable gentleman with desire to do only justice to all. Before the Hill-Cocks measure had been introduced, Mr. Bailey had already offered several amendments to the law which bears his name, and readily and gladly agreed to offer another one which

will exempt motorcyclists from the provisions of his act.

On Thursday, the Assembly Committee on Internal Affairs favorably reported the Hill-Cocks bill with the motorcycle amendment. Mr. Schwalbach met Messrs. Hooker, Cocks and Keegan of this committee and found them agreeable men of the right stamp. He also commends as "friends worth while" these members of the House: Assemblymen Remsen, Barrett, Bostwick, Dowling, Farrell, Gratton, Metcalfe, McKeown, Perry, Thonet, Ulrich, Sullivan, Wolf and Zettler.

It cannot be said, of course, whether the Hill-Cocks bill or Senator Bailey's amendments will prevail, but the motorcyclists are now so situated that neither measure will affect their interests. They will be classed as cyclists, which they are, and with whom they are identified and connected.

Mr. Schwalbach states that he found one or two members of the Legislature from Long Island who confirmed that complaints had reached them regarding scorching on the cyclepaths, but he was unable to give them ample assurance on that score. He and President Betts, of the F. A. M., had already discussed the subject, and as the identity of some of the offenders is known it has been decided that if a warning does not suffice, action of a drastic nature will follow. "It may get us disliked personally, but we do not mean that the whole cause shall suffer for the antics of a few," is the way one of them expressed it.

In this connection, it is not generally known that President Betts last fall lodged a formal protest with the Century Road Club of America against the motor paced record trials held under its auspices on Long Island roads and that he obtained and holds a written promise that they will not be repeated.

Rubber Pedals for Winter Use.

A wrinkle for winter riders who are troubled with cold feet is to use rubber pedals—or pedal rubbers as is the common way to put it. The contact of leather sole on the pedal rubber seems to prevent the cold from attacking the feet—at least the cold experienced is not so great as when the shoe and the sharp steel of the rat trap pedal are brought together.

Where is Schwiegershausen?

It is about time for "Willie" Schwiegershausen to be heard from again. When last reported the persevering German globe girdler had left Detroit and was headed for New York. This old fashioned winter may have interfered with his progress, however, as the going would be a trifle harder than that through the South.

Preparing for Irvington-Millburn.

The Bay View Wheelmen have decided to again run the Irvington-Millburn road race this year, on Decoration Day, as usual. President Henry W. Maull and William Ruaff of the club have been appointed to take charge of the arrangements.

CYCLE SHOW STARTS WELL

Enormous Crowd Attends First Night—Big Home Trainer Tournament Programmed.

The cycle show which is being held in Madison Square Garden in connection with the Sportsmen's Show was inaugurated last night. The bicycle section, which is by itself in the concert hall does not suffer by comparison with the Sportsmen's display, which is always the most spectacular of the many affairs held in the Garden. With two exceptions, all of the cycle exhibits are in place, and fill the handsome little hall; they will be reviewed in detail next week.

There was an enormous crowd present, and, like the main hall, the cycle section was literally packed at nearly all times. The aisles were so crowded that it was difficult to move about.

The home trainer tournament, which, as the *Bicycling World* stated last week, was in contemplation as one of the features of the show, will be instituted by the Associated Cycling Clubs of New York on Monday evening, and will continue throughout the two weeks.

Two events are programmed—one-mile American championship, in which a Columbia and a Rambler bicycle are offered as prizes, and a two-mile, two-man team race, in which the Pope solid silver cup is the trophy at stake. In the latter event the individual times of each member of each team will be added together to decide the result. Clubs will be permitted to enter as many teams as they may desire. No entry fee will be charged, the only condition imposed being that riders shall be amateurs and shall wear cycling costumes—this in order to avoid the long-trousered, derby-hatted contestant.

The heats will be run each evening during the first week of the show, and the semi-finals and finals the following week.

Another Bridge Cycle Path in Prospect.

An amendment to a bill now pending in the New York State Legislature has been made that stamps the author of it as a man with breadth of mind in the perception of public needs and as one who remembers cyclists without the necessity of having his memory jogged.

The amendment introduced by Senator Keenan of Queens is one that will be of even greater interest to wheelmen in the future than it is now. It proposes to incorporate in the bill providing for a railroad bridge across the East River near Hell Gate the provision that the bridge shall have at each side of it a footpath and a bicycle path.

When the centre of population in greater New York shifts, as it is certain to do, toward The Bronx and Long Island City, the wisdom and foresight of this provision will be more apparent than now, and those who find ready for them a wheelway, as well as a footpath to and from business, will have cause to rejoice and thank the author of the idea.



"Limberg is a San Jose lad who is riding a National in all his races because he thinks it the finest built, and not for what he can get out of it."

The quotation is from a letter from one of our customers. Limberg's success on a National is only a repetition of that of other National riders in other sections.

RACING NATIONALS HAVE ALWAYS BEEN WINNING BICYCLES

"There is nothing the matter with the Nationals, The only trouble is they never wear out."

When one of our old customers so wrote us, he expressed, better than we can, the real cause of the National's popularity and steadily increasing sale.

GET THE AGENCY WORTH HAVING.

NATIONAL CYCLE MFG. CO., Bay City, Michigan.



Did it Ever STRIKE You

that

YOU ARE LOSING MONEY

because

You Don't Know MORE about TIRE REPAIRING?

FISK VULCANIZERS

Make it easy.

Outfit is not expensive.

More FISK Machines in use than All Others put together.

RECOGNIZED AS THE STANDARD OF THE WORLD.

Blue Prints and Data Furnished for Changing All Makes of Tires to FISKs.

GET ON OUR MAILING LIST.

FISK RUBBER COMPANY, - Chicopee Falls, Mass.

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THE BICYCLING WORLD

FOUNDED 1877
and MOTORCYCLE REVIEW

In which is Incorporated
"The Wheel" and the "American Cyclist."

Published Every Saturday
By
THE GOODMAN COMPANY,
94-95-96 Tribune Building,
(154 Nassau Street)
NEW YORK, N. Y.

TELEPHONE, 2652 JOHN.

Subscription, Per Annum [Postage Paid] \$2.00
Single Copies [Postage Paid] 10 Cents
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Postage stamps will be accepted in payment for subscriptions, but not for advertisements. Checks Drafts and Money Orders should be made payable to THE GOODMAN COMPANY.

Entered as second-class matter at the New York, N. Y., Post Office, September, 1900.

General Agents: The American News Co., New York City and its branches.

Change of advertisements is not guaranteed unless copy therefor is in hand on SATURDAY preceding the date of publication.

Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, FEBRUARY 20, 1904.

How to Nail the Slander.

Inclosing one of those now hackneyed articles dealing with the so-called "deadness of the bicycle industry" and "the passing of the bicycle," which had originated in a Philadelphia paper and been reproduced in an Omaha print, where it caught his eye, a correspondent writes:

"If Colonel Pope desires to help things, why does he not spend some of that publicity surplus in combating such 'stuff' as this; it hurts."

On more than one occasion we have remarked the proneness of armchair editors of city papers to indulge in "stuff" of the sort, and have urged that wherever it appears some one take the little time, trouble and ink necessary to present the cause of the bicycle as it should be presented. To nail the slanders promptly, and whenever and wherever and as often as they may appear, is the only sure means of counteracting their ill effects, and it would seem that in every city and town there should be at least

one person sufficiently interested or sufficiently affected to perform the service.

It occurs to us that it would prove a happy and effective idea were dealers everywhere supplied with a letter to fit such cases, and which, if they lacked the ability or necessary information, they might reduce to writing—i. e., copy—and forward to such papers as may give space to the oft repeated calumny.

One letter of the sort that recently was written on such an occasion contains at least the germ of this idea. For the suggestions it conveys it is worth reproducing. It follows:

"Your reference to the cycle trade as a 'dead industry,' which is emphasized by your heading, seems to call for some remark. I know it is the fashion nowadays to use that term in referring to the cycling interests, and it is because it is so generally and carelessly used that it would seem that a paper such as yours, and the men whom it reaches, might profitably think twice before employing the belittling term. As a matter of fact, the cycle industry is far from dead. It is true that it is not what it used to be, but it is all the better for it. The boom was a mushroom of growth, and growths of the sort are not normal or healthy or desirable. It was inevitable that the boom should burst exactly as it did burst.

"Because the city streets and boulevards are no longer congested by aimless processions of cyclists does not signify that the industry is deceased. It will probably surprise a good many men to learn that there have been, approximately, 750,000 bicycles manufactured and sold in this country during the last two years. This is, nevertheless, a fact. As the value of this product approaches the twenty-million dollar mark, it would appear that the industry is a very live and profitable corpse.

"There have always been more bicycles turned out than of any other one vehicle, and I dare say there always will be. If any of the editors who are accustomed to talk of the 'dead industry,' the 'passing of the bicycle,' etc., can cite any other industry that produces even half as many vehicles they will be doing well. The cycle industry is merely passing through a period of reaction. No attempt at revival will bring about another boom, and no boom is expected or desired. The effort to that end will, however, bring to many a true realization of the value of the bicycle, and doubtless will induce not a few of those who

once rode it aimlessly, and simply because their neighbors rode, to ride again, and for more beneficial purposes.

"You can do something toward dissipating the idle talk of the 'deadness' of the industry and the 'passing of the bicycle,' and the intrinsic merits of the article would seem to deserve the service."

Activity that Makes Business.

A letter printed last week in the *Bicycling World*, and written by Charles A. Persons, strikes the true note about what can be done by local dealers to boom road racing and riding and general interest in cycling.

The opportunity offered by Decoration Day, Fourth of July and Labor Day for a succession of road races is too valuable to be wasted, and the work of arranging them is too easily done to warrant any one who has his own business interests from shirking the responsibility.

All that is required is for one energetic man in each community to arise and declare to his fellows in favor of holding a road race on each of the holidays named. Every man interested in the sale of bicycles is bound to agree with the sentiment, and all jealousies and rivalries should be sunk on the spot in the interest of the common cause. The manufacturers will help make up the prize lists, which need not be great, and the riders can readily be found.

On Decoration Day, Fourth of July and Labor Day this year there should come in reports of road races from Boston, Springfield, Hartford, New Haven, Syracuse, Rochester, Buffalo, Cleveland, Detroit, St. Louis, Indianapolis, Columbus, Pittsburg, Washington, Louisville and many other cities.

Much of what was said in the Persons letter of last week is worth repeating, but none of it was more worthy to be borne in mind by dealers than this:

"I want to emphasize the belief that a series of road races so conducted in some of the large cities and worked from a publicity standpoint to the last possible line the public prints would give up, would, as an actual investment, pay 1,000 per cent to the bicycle dealers on the value of the time invested by its promoters."

Local road races have fallen so much out of fashion that the reviving of them at this time is certain, if properly done, to bring out a new crop of road riders, and there is no telling how great may be the result of starting the ball a-rolling.

Nor should the dealers confine themselves

to races. There are other contests that invite the gentler class of riders and widen interest in the sport. Among these is the coasting contest, in which any one may compete, and the success that has been made in New York City with an affair of this sort for two successive years should be an inspiration to cyclists everywhere.

Now is the time to determine and begin planning. Let the dealers everywhere get together and arrange for local cycling contests on every holiday throughout the summer. Speaking for his company, the Persons Manufacturing Company, Mr. Persons made a definite proposal. He will not only give a high grade bicycle to the first club or dealer promoting a 50-entry event of the sort, but will contribute Persons saddles to all other contests that may be undertaken. It is "up to" the other makers and to dealers to prove themselves as keenly alive to the advancement of their own interests.

Demonstration Machines.

In former days one of the most effective aids to sales a dealer possessed was found in "demonstration" machines. These were machines kept on hand for possible customers—"inducers," "ticklers," "persuaders," as they were variously termed. The less likely a person was to purchase the more earnestly he was besought to try the machine, and many wonderful catches were made in consequence.

After remaining in abeyance for a number of years the custom was talked of for revival last year. A few dealers did revive it. They found themselves richly rewarded thereby, for the bread cast upon the waters returned before many days. Some sales were made, and riders were interested and put in the way of considering the purchase of a new machine if nothing further was accomplished at the time.

Just now, when the trade is looking around for methods of arousing and stimulating interest in the bicycle, of taking advantage of the quickening of public appreciation which seems to be discernible, it would be well to look a little more closely into this use of demonstration machines.

There are thousands of old riders who have never been on a machine for years, and who know only cycling as it was when they rode. There are other thousands who ride in a desultory sort of way, employing the old machines which were up to date in the late 90's, but which are hopelessly archaic now. They know nothing of the modern

bicycle, of the new zest which the coaster brake has given to cycling, of the comfort of the cushion frame, of the cleanliness and carefreeness of the chainless, of the all around improvement which has taken place in the regulation chain machine. If you told them of these things they would pay scant attention to you, or hold you to be biassed by your interest in the sale of the machine. But get them on a modern machine, have them test its qualities for themselves, and see how their views would change. One such ride is worth more than a dozen talks, and will bring results where the latter will, at most, excite a mild interest.

Try it and see. As soon as the season opens put two or three new wheels into commission as demonstrating machines. Put comfortable, springy saddles on them, see that their gears are something in reason, and—above all—keep them in A1 condition. You can sell them later in the season with little or no loss, and they will pay their cost many times over.

Peter and Paul Repair Policy.

Few things give the dealer more trouble than the practice of changing machines around, taking a part from one to fit to another, the latter being, it is assumed, about to be delivered. The policy of thus robbing Peter to pay Paul is frequently questioned in theory, but few dealers have the courage to refrain from following it when the pinch comes.

In practice it seems an easy matter to purloin a handle bar, a sprocket wheel or a crank from one machine and put them on another that has been sold; just as even the thought of jeopardizing a sale by refusing to do so seems little short of suicidal. It is such a simple matter to replace the part as soon as it has been received from the factory that nine times out of ten the trick will be done. The sale of the other machine is effected, the delivery made and the incident is closed—almost.

But there is the dismantled machine. It was probably on the floor among the display machines, and when it was robbed it was removed to some less conspicuous place, or should have been, for no worse advertisement can be imagined than a machine with some of its equipment gone standing in plain view of everybody who enters the store. Once removed from sight, however, the machine is likely to be forgotten, and when the

part does come from the factory it is put aside to wait for an opportunity to put it where it belongs; or there is another call for that particular part and it is levied on.

Few dealers stop to think what this really means. There is a machine bought, and possibly paid for, which is temporarily so much dead stock. It cannot be sold save by repeating the purloining process and dismantling another machine, which would make the same difference there is betwixt tweedledum and tweedledee.

Furthermore, while the machine is lying idle it is deteriorating in value. Each time it is taken into the repair shop to have something taken off or put on the finish suffers; and between whiles it gets knocked about, scratched, scruffed and maybe knocked over. The result frequently is that when the rush is over and time is found to look the machine up, it has suffered to such an extent that it is no longer fit to be sold as a new machine. It goes on the floor as shop worn, with \$10 or \$15 knocked off the list price—in other words, with the profit gone.

Although the real spring is still a long way off, this is the time of year when the cyclist's thoughts turn to his favorite pastime, and the first fine day is likely to tempt him to get out his wheel and essay a ride. As a rule, he overdoes the matter. The fact that he is utterly out of condition does not become apparent at first. The machine runs smoothly and easily, and the miles go by without a thought of fatigue. When the latter does come, however, it overwhelms the rider, and in a few minutes he is utterly done out. This may happen just after the homeward journey has been begun, and the task of retracing the steps which were taken so easily on the outward trip assumes colossal proportions. It is infinitely better to take a shorter ride and reach home in good condition, for then no bad results follow and the memory of the ride is entirely a pleasant one.

Procrastination is the bane of most cyclists, and they wait until they want to use their machines before having them put in order. They have been laid away for the winter with the resolve that they will be sent around to the repairers before the first sign of spring appears. Get it out now and have it gone over. Or, better still, drop a line to your repairer and he will gladly send for it and repair it while you are thinking about it.

"OLD GUARD'S" ANNUAL BITE

Informal and Jolly as Usual—Kilby Takes Diners to Task in Poetry.

The twenty-sixth annual dinner of the good old Boston Bicycle Club, held at that time honored shrine Hendrie's, in Boston, on Saturday, February 13, was attended by not only most of the resident "old guard," but by most of the delegates to the annual meeting of the L. A. W. assembly who remained over for the occasion. Evening dress and formality were frowned on, and the usual good time resulted.

One of the incidents of the evening was the reading of an original jingle by that really active old timer Quincy Kilby, entitled "Come Back Into Line." It was dedicated to the "Riderless Wheelmen of the Boston Bicycle Club," and is as follows:

Come back into line, you erring ones,
Ex-devotees of the wheel,
Shake out the kinks from your atrophied legs
And recover your oldtime zeal.
Tighten the belts round your thickening waists,
Throw off your burdens of care,
And travel once more on the steel that's shod
With a hosepipe stuffed with air.

What have you found to take the place
Of the health-compelling wheel?
The saddle horse or the trolley car,
Or the ill smelling automobile?
These are the playthings of lazy men,
Or men with senile decay.
But think of the fun you used to have
That the riders are having to-day.

On Sunday mornings you slowly wake,
Turn over and sleep some more.
You tardily rise at nearly twelve,
Feeling lubberly to the core.
After your breakfast you merely loaf;
You eat too much when you dine,
And after an ill spent, tiresome day
You roll into bed at nine.

How different 'tis with the men who ride.
Our Sundays are filled with joys.
On our flying wheels we cover the roads
With the vigor and vim of boys.
We visit the woods and the fields and ponds;
We breathe the life giving air.
And when night comes we look back on a day
Of enjoyment, all free from care.

Then hasten back, misguided men,
Nor idly sit and prate
Of the morning spins and the rollicking runs
Of eighteen seventy-eight.
The roads and the wheels have both improved,
And are better than ever before.
And there's just as much fun in riding a wheel
In nineteen hundred and four.

You'll find the enjoyment is just as true,
And just as keen as then.
That a wheelmen's rest is quite as good
As a home for aged men.
Don't sit round the house the rest of your life
And imagine your race is run.
Don't be an old fossil at forty-five,
But a youngster at sixty one.

The woods and the fields may look the same
From your seat on an automobile,
But the health and the strength come better by far
To the man who rides the wheel.
And his are the sense of freedom and life,
And the ravenous appetite,
The recognition of things achieved,
And the well earned sleep at night.

Return, you sinners, while yet there's time,
Nor tamely stand and wait,
But start this spring to renew your youth
On a wheel built up to date.
Talk of the present and not of the past;
Then all thy world will say,
"These are no longer the Men Who Were;
They're the Men Who Are To-day."

The officers of the Boston Bicycle Club for 1904 are as follows: President, Josiah S. Dean; secretary-treasurer, Augustus Nickerson; Captain, Walter G. Kendall; governing committee, W. B. Everett, W. H. Edmands, J. J. Fecitt, Theodore Rothe and the officers;

committee on 1904 "Wheel About the Hub," J. J. Fecitt, George B. Young and W. G. Kendall; committee on 1904 repetition of the annual dinner (the twenty-sixth), Thomas H. Hall, John B. Kelley and Quincy Kilby; club historian, W. B. Everett.

Fire Damages Vailsburg Track.

Early Tuesday morning the grandstand of the bicycle track at Vailsburg, N. J., where so many great races have been run and so many records made, put on wings of flame and in a few hours it was all in ashes, and a goodly piece of the track also had been eaten into.

As the track has been in absolute disuse during the winter, not even a watchman being on the premises, there was some suspicion of the fire having been of incendiary origin.

When the fire was discovered by the police the flames were crackling merrily in the heart of the grandstand. The firemen arrived quickly and cut a hole in the fence in order to get at the blaze. Their efforts were of no avail to the main structure, however, and it collapsed, killing one of the firemen. Soon after this the flames were checked.

The "bleacher" stand was unharmed, but there was a hole nearly twenty feet big burned in the track near the southern end, and a strip at the edge about one hundred yards long also was burned away.

The track and stands were owned by Charles Bloemecke, of Newark. The damage is estimated at \$3,000, and is only partially covered by insurance.

There was some hope that the Vailsburg track would be opened again this spring for Sunday racing, but now the prospect is uncertain. It is probable that the track and stand will be rebuilt, but it is likely to lie as it is until after the election at Vailsburg.

Dorlon Winner at Jacksonville.

Dorlon and Floyd Krebs again divided the honors at the second meet on the Jacksonville track on February 14, Dorlon winning the pursuit race and Krebs the ten-mile Windsor championship. Jimmy Michael had been expected, but did not arrive in time to compete. More than one thousand spectators witnessed the events. In addition to defeating Leander in the final heat of the pursuit race, Dorlon won the special prize for winning the most laps in the ten-mile event. The summaries follow:

One-mile pursuit race—First heat, Dorlon beat Krebs; time, 2:17. Second heat, Root beat Hadfield; time, 2:15. Third heat, Lake beat Birdsall; time 2:27. Fourth heat, Leander beat Galvin; time, 2:23.

Semi-finals—Dorlon beat Root; time 2:18. Second heat, Leander beat Lake; time, 2:22.

Finals (distance unlimited)—Dorlon caught Leander, one mile and one third, and won; time, 3:12.

Ten-mile Windsor championship—Won by Krebs; Root, second; Galvin, third; time, 25:27. Dorlon won special prize, leading in 37 laps out of 80.

N. C. A. MEETS NEXT TUESDAY

J. Frank Eline Will Present a Plan to Increase Interest in Racing.

The annual meeting of the National Cycling Association will be held at the Hotel Bartholdi, New York, on Tuesday, February 23. Messrs. Klosterman, of Baltimore; Kelsey, of Boston, and Turgeon, of Buffalo, of the board of control, and representatives of most of the tracks are expected to be present.

J. Frank Eline, of Baltimore, it is said, will present plans for a grand circuit modelled somewhat on the one which has made baseball so successful. If it is adopted it is likely that some of the fastest European sprinters will be brought to this country so as to give racing an international rather than a national tinge. The circuit could then be planned so the cities where meets may be scheduled can advertise the races for weeks in advance, and an effort is to be made to arouse real interest and attract big crowds.

The outline of the plan includes Charles River, Providence, Revere Beach, Lowell, Springfield, Worcester, Hartford, Fall River and New Haven, in the North, and Manhattan Beach, Vailsburg, Baltimore, Atlantic City, Washington, Philadelphia and Pittsburgh, in the South. There is also a possibility that some of the smaller trotting tracks will also be utilized for at least one meet during the summer. If the plans are carried out the Vailsburg track will be rebuilt and a new track constructed in Baltimore.

Cameron Again Wins in Armory.

George C. Cameron, of the Eighth Regiment, triumphed over Oscar Goerke, of the National Athletic Club of Brooklyn, by a small margin in the final heat of the two mile handicap in the games held in the Ninth Regiment Armory on the evening of February 16.

Cameron rode hard from the start in the final heat and led Goerke by ten lengths at the finish of the first mile. The National Athletic Club crack gained on his opponent in the finishing mile, and was on Cameron's rear wheel as they started on the last two laps. He made a desperate attempt to pass Cameron before the finish, but the latter had too much reserve speed and won by less than a length.

The summary follows:

Two-Mile Handicap—First heat. Won by C. C. Shoenick, Fourteenth Regiment (140 yards); O. J. Devine, National Athletic Club (60 yards), second; Oscar Goerke, National Athletic Club (20 yards), third. Time, 5:07 4-5. Second heat. Won by George Engeldrum, N. A. C. (40 yards); H. S. R. Smith, C. R. C. A. (60 yards), second; George C. Cameron, Eighth Regiment (scratch), third. Time, 5:15 4-5. Final heat. Won by George C. Cameron, Eighth Regiment (scratch); Oscar Goerke, National Athletic Club (20 yards), second; C. C. Shoenick, Fourteenth Regiment (140 yards), third. Time, 5:05 3-5.

NEEDS OF MOTORCYCLES

Mervyn O'Gorman Talks of Improvements That Would Fill his Long-Felt Want.

That prolific and prolix English theorist, Mervyn O'Gorman, has submitted to one of the London papers an article entitled "Some Desirable Improvements in Motorcycles." He says:

"Weight.—If we had an explosion turbine, and if the gain of weight and space were proportionate to the reduction obtained in turbine steamships, we would have a 2 horsepower engine and gear weighing, not thirty pounds, but five pounds, occupying not half a cubic foot, but only a quarter. Such a machine, to give the necessary effort, would need to revolve, not at 1,200, but at 5,000 revolutions a minute, and not to give 600 useful impulses, but about 5,000 useful impulses in the same period of time. This development is remote because of the imperative necessity for compression, with its attendant reciprocating parts. Still, whether for good or evil, we are about to make a step in the direction of higher engine speeds, for it will not take us long to realize that under the newly fixed limitation of cylinder capacity alone we can obtain more power if we use that cylinder more often in a given time. I look upon a limit to cylinder capacity alone as a temporary measure of a somewhat dangerous character. The alterations which are desirable for race winning under that standard are somewhat numerous:

(1) Increased engine speed. (2) Multiple cylinders, possibly. (3) Water cooling, certainly. (4) Flywheels larger, certainly; heavier, probably; external, possibly, in spite of the fact that for touring purposes an external flywheel is notorious for thinning mud. (5) Larger valves, both inlet and exhaust, and larger exhaust tubes. (6) Mechanical inlet valves, for the valves will have to work fast, and as they will be relatively larger their inertia is liable to be increased, and therefore to require strong springs and a positive opening. (7) Pressure fuel feed, for, if we wish to get as rapidly through a given size of tube, we must push it in instead of merely sucking at it, and if we supply the gas under pressure we shall be working the engine at a less ratio of expansion, so that we shall be driven to every sort of ruse to keep the cylinder cold. (8) Insulated exhaust; by keeping our red-hot exhaust tube well insulated with asbestos from the exhaust port we may secure that none of its heat shall be conducted back to the engine.

"I do not suggest that all this is either entirely undesirable or entirely inevitable, but those very few who do not believe in the permanency of the new limit will have been interested to see that the technical committee of the French Automobile Club reported

against it on November 11, 1903—that is, after the holding of the 'Quart de Litre' cycle trials.

"Fuel Efficiency.—In fact, it would be a desirable improvement if an ingenious person would formulate to-night a standard based on both fuel consumption and weight limit (if not for short races at least) for all competitions over 100 miles. What we want is an efficient transmission and engine and a light vehicle. The best way to encourage the development of an efficient engine and transmission, rather than a large engine and bad transmission, is to call for a high fuel efficiency under a weight limit.

"Silence.—On a long run an intense relief is felt when a steep downhill make it necessary to cut off the ignition and the motor ceases to flutter. For silence we must aim at: (1) A noiseless transmission, such as a belt without its drawbacks; (2) an efficient transmission, because this helps to keep the engine small, and therefore the explosion small; (3) a noiseless valve and ignition gear, and (4) a real exhaust silencer.

"Silence by Preventing the Oscillation of the Air.—The German army is said to be testing a silent gun, and it has been surmised that this silence was secured by a flap valve, which closed over the mouth of the cannon within one-hundredth of a second after the shot had been fired, thus preventing air oscillation and resulting in silence. This is, I think, theoretically sound; also a similar theory is the basis of the Oldsmobile and other silencers, which exhaust freely into a pot with small exit tubes. The pressure in the pot is raised quickly, but the small tubes let the air fizzle out slowly. The larger the pot the less the back pressure, and the more continuous is the stream from the small holes—i. e., the less air vibration or sound.

"Silence by Diminishing Air Velocity.—In the above methods it will be seen that the air velocity need not be diminished; in fact, it may even be increased—i. e., where small tubes are used. There is, however, a totally different plan. It is well known that if the air channel has an ever-increasing diameter the gas pushed through it will travel at an ever-decreasing velocity. If the sides of the conical opening so formed be free to vibrate we get a trumpet, which might give the musical note required for silencing by interference. Perfect exhaust silencers have been devised for motor cars.

"Vibration.—Just as dust is the greatest enemy of the motor car, so is vibration to the motorcycle. Resilient frames are among the most alluring and yet discouraging problems. The existing spring frame, as now used, provided with a compressible top bar, though excellent for push bicycles, has a drawback in that when the wheel base spreads, the handle bars close up toward the saddle and give an objectionable lateral joggle, which might be found undesirable with the speedy succession of shocks to which a motorcyclist is subjected on the road.

"Balanced Engine.—Somehow very few bicycle makers are attending to the question of the balanced engine. I would commend them, one and all, to study the flywheels of the Lanchester air cooled engine.

"Pedals.—The pedal machine suffers under one serious disability, and that is the stiff legged appearance of the rider who keeps one pedal up and one down, as is usual. One remedy for this which ought to be tried, despite the oldtime prejudice of our pedal propelled days, is the up and down treadle gear.

"Ignition.—Electric ignition has not yet been displaced, but if we are to use an induction coil, we should at least derive from it the essential advantage which it is calculated to afford—namely, excessive accurate timing. A variation of the time of sparking unknown to the rider of a minute fraction of a second will easily make a difference of 5 or 10 per cent in the output of the engine, i. e., quite as much as the difference between chain and belt drive, and a very large number of machines lose in this way by the absurd minuteness and cheapness of the rocker gear. The system which can yield the utmost accuracy—namely, mechanical make and break—is the one which with skill should give the best results. The superiority of the single spark is that the instant of break can be determined with mechanical precision, so as to be practically independent of the backlash of gear wheels, of vibration and jolting of the engine, of the voltage of the accumulator and independent of the previous actuation of the spring. With the trembler coil, however, the moment of making contact is by no means so clearly determined. It is a secondary effect after a brush has rubbed upon a surface which it approaches along a more or less conducting slope. If the accumulator is not full, the attractive force of the iron core of the coil rapidly diminishes (with the 25 per cent fall of voltage), and the response of the attracted armature is correspondingly less rapid. If the first spark fails to ignite the charge under compression a later spark will do so when the piston has moved forward, so that the driver is not warned by a misfire that his ignition timing is wrong and his gear faulty.

Adjustment of Contact Points.

Comparatively few motorcyclists take the trouble to see that the contact breaker points are really properly adjusted for all speeds of the engine. If too close together the motor will be found to run perfectly at high speeds, but will be difficult to start. If too far apart, starting will be easy, but misfiring will be sure to happen when the speed is increased.

Fowler Wheelmen Elect Officers.

The Fowler Wheelmen, of Providence, R. I., have elected the following officers for the 1904 term: Captain, William Ford; first lieutenant, W. Orton; first bugler, W. Pratt; color guard, J. Warren.

HOW "MAJOR" TAYLOR QUIT

American Negro's Behavior on First Australian Appearance Caused Trouble.

Some details are now at hand concerning "Major" Taylor's first appearance in Australia. It was not made in the races at Sydney, N. S. W., on New Year's Day, when he won, but at Christchurch, New Zealand, on December 16, at the New Zealand Wheel Race meeting promoted by the Christchurch Cycling and Motor Club, and the occasion was one that created a storm because of the "Major's" disappointing performance.

The meet was held at Lancaster Park when Taylor had had only four days of training after finishing a stormy voyage from San Francisco. In a two mile handicap he started from forty yards back of scratch, and after riding two laps quit and left the track. A big crowd was present, and there was an uproar, for Taylor had been boomed as the world's champion, "great flyer," etc. His whole performance on the first day of the two days meeting consisted in scratching from one race and quitting in the big event, the New Zealand Wheel Race.

In the evening of the first day Taylor started in a one mile handicap but was not placed in his heat. On the second day of the meeting he won his heat in a one mile invitation race from scratch, and finished second in the final to G. Sutherland.

So great was the disappointment and indignation over this first appearance of Taylor's that it was feared the sport had received a lasting injury at Christchurch. W. E. Thompson, the referee at the meet, in speaking of the affair afterward and referring to Taylor having been placed forty yards back of scratch, said that in the first place it must be recognized that Major Taylor was the world's champion—that had been proved during the past two or three years. There was, however, no doubt that on his initial appearance he was out of condition, but, holding the position he did in the cycling world, the club was perfectly justified in starting him in the way it did. His retirement from the Wheel Race, after having withdrawn from the half-mile race, could hardly be accounted for by merely saying that he was out of form. A man occupying Major Taylor's position, when so many thousands had attended specially to see him ride, should have continued the race, and done the two miles, irrespective of what distance he was behind. Nevertheless the public, in feeling dissatisfied and making a hostile demonstration were, he thought, rather unfair to Taylor, as they did not allow for the fact that he did not strike form, and also to the club, which was in no way to blame for Taylor's action. At the same time, Taylor's appearance on the track was very disappointing, and this would affect

the club very seriously with regard to any cyclists they might import in the future.

Huston's action in slowing down after Taylor had sprinted from back of scratch and caught him did not in any way justify Taylor in withdrawing from the race. As a matter of fact, he had been almost long enough on Huston's wheel to warrant the latter asking Taylor to come to the front, and if Huston was feeling the effects of his recent illness, he was quite justified in seeing that the other man took at least half a lap with him. The question as to whether there was an understanding on the part of the riders to "block" Taylor certainly could not be taken into consideration, as he retired long before they had an opportunity to put into effect anything of that nature. The only explanations of Taylor's action were



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that so far he had not struck form, and that he had been in the habit of riding on a track with considerable banking and in some cases the seats extended up all round it in such a way as to almost completely prevent the wind coming on to the surface of the track. At Lancaster Park he raced under totally different conditions, as he had to face two lengths of straight almost dead against the wind. He undoubtedly felt this severely, and it was an element that he had complained of bitterly during his training; indeed, he strongly advised the club to go in for a six lap track. On such a track the rider from scratch always had some one a little ahead of him to act as an incentive to the scratch man, and help him to make up the big gaps such as Taylor had to face on December 16. Mr. Thompson thought it was only fair to say that the task set Taylor on that occasion was almost an impossible one, and he could have put up record time and yet not got a place. The handicapper, no doubt, handicapped him on his form, as shown in the middle of last season in Syd-

ney, but his present form was totally different from that, and from what it would be after two months' training.

E. Nordon, secretary of the League of New Zealand Wheelmen, said he thought it was regrettable that many of the public who did not understand the intricate points of cycle racing should be so loud in their condemnation of Major Taylor and the Christchurch Cycling Club. The club had done all in their power to provide an attractive afternoon's sport, and had risked a very large amount of money to do so, and, with the exception of the indisposition of the principal star, it seemed to be agreed on all hands that the general arrangements were excellent. Major Taylor was no doubt handicapped on the reputation he had obtained, and there was not the slightest doubt that his want of form was due to the fact that he had just completed a journey from San Francisco, and as he was a bad sailor that affected him. In addition, he had had only four days' training in this city. Some people who were ignorant of the points of cycle racing, thought that having done one lap in 43 seconds, he should have been able to maintain that speed for the rest of the distance, and that having caught Huston he should have passed him. Huston was, however, considered locally to be a second-class order in comparison with Taylor, and it was not remembered when these statements were made that Taylor had to put on a tremendous sprint in order to catch Huston, and, according to the accepted rules of racing, when he caught up to Huston it was Taylor's privilege to slacken his pace to enable him to regain his breath, and to expect Huston to have continued to cut out the pace at a fairly smart gait. But Huston had only just got over a very serious illness, and had only got out of bed a week before the meeting.

George Sutherland, the New Zealand champion, who beat Taylor in the one mile scratch on the second day of the meeting, took Taylor's side of the controversy, saying:

"I consider it was nearly impossible for Taylor to catch up that forty yards on his present form. I think he did a marvellous ride to pick it up in the way he did, considering the men who were in front. Of course, the public know that Taylor is not being seen at his best. I know, having seen his perform elsewhere, that he was not in good form, and, consequently, he was disappointing, but the public should feel sorry for a man having to ride in a strange climate and very much out of form. As a matter of fact Taylor went hard to work training, and I believe strained himself. I think he was perfectly justified in going off the track and, under similar circumstances, I would have done the same. He could not have ridden the remainder of the two miles. He was completely 'done,' and had run himself completely off his legs. He must have done so to have done what he did. In such

a race a man must get the advantage of pace at the earliest possible minute; if he doesn't, he hasn't much chance."

With regard to his action which caused such a hullababo, a reporter who interviewed Taylor made the following story:

"It wasn't the fault of the other riders at all," Major Taylor declared to a reporter. "The simple fact is that I was not in condition, and was not strong enough to continue the race." He made a reference to collusion between the riders, of which the reporter expressed the opinion that it was rather strong, unless he had proof of it.

"I'm not guessing," replied Taylor. "The riders were certainly working in collusion, but that would not have mattered if I had been myself. If I had been in my proper form that would not have made any difference—I could have gone on and won—but I wasn't in condition. What little strength I had acquired during my training here had all gone, and I couldn't hold on to them after catching up to them. If the effort I made to catch them had not been so great I could have held on. I don't blame the other riders—they rode in collusion, as they do everywhere else where I have won despite collusion, for I depend on my strength to upset their 'team' work. But I had not been on a wheel for three months before my arrival here, and I only trained for four days in Christchurch. In that period it was utterly impossible for me to pick up my form. The public were very much disappointed, but it was no fault of mine. I was under contract to ride, and I had to ride and make the best of it. If it had been left to me I would not have run for a month after I came here. Considering all the circumstances, I am perfectly satisfied. All the local men were in good condition and are very strong riders. It would have been bad enough if I had been in condition to have started from the forty yards behind scratch mark. I am satisfied that I will come here again in my proper form in time."

Regarding the tracks he has been used to, Major Taylor said they were usually banked from 25 to 45 degrees, which made a big difference. The Lancaster Park track he considered too large. The smaller a track was the more interesting is the racing to the public, as the riders came round oftener, and the public could see every move and far better times could be made.

From these statements the friends and enemies of Taylor here can draw their own inferences of Taylor's conduct on the occasion of his debut, which caused a big row in New Zealand.

New York C. R. C. A. Road Officers.

The following road officers have been elected for 1904 by the Century Road Club Association: Captain, A. Woodin; first lieutenant, H. C. Naylor; second lieutenant, W. G. Levy; color bearers, I. Von Mullen and G. Ambos; buglers, Fred Blackshaw and A. Neff.

MANSFIELD'S MENTAL WHEELS

Great Actor Tries His Hand at Bicycle Fiction With Wierd Results.

Richard Mansfield is a great actor. Some day he may be a great author. His latest literary effort suggests that the day is not near at hand. It appears in a new magazine, the Twentieth Century Home, and is of interest to cyclists because both the hero and the heroine of the Mansfield story rode bicycles. It is of interest to all mankind not merely because of the neatness and dispatch with which the actor-author "kills off" the couple, but because of the wonderful bicycle which the hero rode. After he fell dead the bicycle did not have sense enough to know it, and unwisely pursued the lady up and down the hills of Central Park and out of it until she, too, threw up her hands and joined the angels. In the title of his story, "The Spirit Rider," Mr. Mansfield affords an inkling of the wild imagining that played tag in his seething brain. The title will also suggest to many the question, Is the story due to spirits or pills? But hear Mr. Mansfield himself:

"It was in the city of New York. The summer had been unprecedented in its intense heat. The suffering of the poor had been great. The tenement houses, cruel enough in the winter with their freight of poor, were contributing daily to the death roll. People slept on the fire escapes and on the roofs of houses. The wharves and docks at night were crowded with tenants, who often in their dreams, or suddenly aroused from their slumbers, dropped from their perilous perches to be engulfed in the flood below. A cry in the darkness, and the soul of some poor suffering creature winged softly into the eternity beyond the indigo sky and the stars that twinkled night after night with something like mockery over the heated city.

"An author and his wife were constrained throughout the long summer months to remain in New York. Poverty is a hard taskmaster, and they had not been able to scrape together sufficient money to pay the rent of their apartment and indulge in a holiday by the seashore or upon the cool mountains. One relaxation in the midst of the drudgery of his literary labors the author had permitted himself. He and his young wife had learned to ride the bicycle. And they might be seen early of a morning careering through the park or sitting with flushed faces partaking of a frugal breakfast at the Casino. And usually about 9 o'clock the author had returned to his drudgery. It is not surprising, under the circumstances, and considering the severity of the season—the sky had remained unclouded for weeks and no welcome wind had penetrated and dispelled the poisonous atmosphere of the lower city—that the young man's health, never robust, had shown many signs of failing. His wife, who adored him,

noted with everincreasing anxiety his pale cheek, his frail figure and his haggard eye. Only when he bestrode his wheel and she saw the flush of color, the temporary result of exertion and exercise, did she forget her fears.

"One morning in July the young couple had risen earlier than usual, and X. had mounted his wheel with evident effort. In reply to the protestations of his young wife, he declared that the air and exercise would benefit him. The two reached the Casino, and the author chatted gayly with his bride over a cup of coffee. The time came for the return. He staggered to his feet and nearly fell. His wife uttered an exclamation of alarm.

"I am all right," he said. "All right—stiff; that's all. We'll go around the park and take an hour—one hour—longer."

"Most gently and with great tenderness he assisted his wife.

"Ride swiftly," said he; "I shall be close behind you." And then he laughed as she had not heard him laugh for years, not since the day they commenced housekeeping on so much hope and so few pence. She rode down the incline; he placed his foot upon the pedal and sank back dead upon the gravel.

"But as he fell his bicycle sped after the young girl. Hearing it close behind her, and thinking that in sport he rode so fast, she hastened her speed and thus careered on. On along the drive that skirts Fifth avenue she went, and the riderless wheel close behind her—on around the curve and down the hill—on, on.

"You are riding too fast—too fast," she cried. "I cannot stop my wheel." But no voice answered hers. On! On! Pedestrians and carriages fled on either side, the horses shied to the right and left of her. On! On! Her hat had blown away, her hair streamed in the wind; behind, straight and steady and swifter and swifter, followed the riderless wheel.

"Down the high hill they sped faster and faster, past the brook and around the pond, with its dank odors and its long grasses. There rose a roar of voices and shrieks; and on, on, until they reached the confines of the park. There, breathless, she fell headlong and the riderless bicycle beside her. Broken, gasping, dazed, she raised her head and—fell back lifeless."

Stevens Begins to Score.

Orlando Stevens furnished some excitement for the spectators at the cycle races held at Castlemaine, Australia, on New Year's Day, by defeating Don Walker in the final heat of the one mile carnival handicap in 2:04. Walker started from scratch, while the American had 25 yards. Stevens also won the Charities' Wheel Race, a two mile handicap, from the 50 yard mark, the second and third men having handicaps of 240 and 230 yards respectively. No time was taken.

Stevens has been racing in Australia with Lawson, McFarland and Downing, but seemed to have great trouble in rounding into condition.

RODE 234,763 MILES

Record of the C. R. C. A. Men who Reported Mileage—Those who did it.

With the returns all in from the various century associations, including the Century Wheelmen and the New York Athletic Club, it appears that Thomas E. Finger, of Brooklyn, is the national century champion of 1903, and J. M. Eifler, of the same borough of New York, is the chief winner of mileage honors. Both these men are members of the Century Road Club Association.

The complete record of riding done during 1903 by the membership of the Century Road Club Association, as compiled by S. Mehrbach, chairman of the national road records committee, shows that the honors were well won from a worthy field of competitors. In centuries the records of both T. E. Finger, who rode the remarkable total of 101 centuries in the year, including one ride of ten consecutive centuries, one of seven, one of four, eight of three and nine doubles, and J. M. Eifler, who rode a total of sixty-seven centuries, surpassed the highest record claimed for any member of any other cycling association in the country. In mileage the superiority of the C. R. C. A. is even more pronounced, as the first five men in the C. R. C. A. competition all exceeded the highest total claimed for any rider outside the association.

One hundred and seventy-four members of the C. R. C. A. turned in vouchers proving one or more centuries each, enabling the club to roll up the splendid total of 1,120 centuries for the year, exclusive of any that may be reported at a later date than the closing of the actual competition by members seeking century bars only. The official total list of centuries ridden follows:

	Centuries.
1 T. E. Finger, Brooklyn.....	101
2 J. M. Eifler, Brooklyn.....	67
3 M. Zaconick.....	59
4 A. B. Eifler, Brooklyn.....	56
5 G. F. Mitchell, jr., Brooklyn.....	40
6 H. Ollendorff, Brooklyn.....	34
7 E. States, Brooklyn.....	32
8 A. G. Carrier, Brooklyn.....	31
9 J. A. Olson, Brooklyn.....	30
10 E. R. Eck, Bath Beach, N. Y.....	27
11 F. E. Kirchner, New York.....	16
12 G. P. Hahlweg, Brooklyn.....	16
13 H. Gill, Bridgeport, Conn.....	14
14 H. F. Dreyer, Brooklyn.....	13
15 G. Richter, Brooklyn.....	13
16 G. S. Sweet, Yonkers, N. Y.....	13
17 F. Jacobs, New York.....	12
18 J. Jensen, Long Island City, N. Y.....	12
19 J. D. Stem, Brooklyn.....	12
20 W. A. Bauer, New York.....	11
21 G. Duester, Brooklyn.....	11
22 J. W. Johnston, New York.....	10
23 E. G. Minemeyer, Chicago, Ill.....	10
24 R. E. Brols, New York.....	9
25 J. E. Combs, New York.....	9
26 R. Ferrari, New York.....	9
27 R. Helbing, New York.....	9
28 I. Van Millon, New York.....	9
29 J. F. Breit, Chicago, Ill.....	8
30 Mrs. A. M. Combs, New York.....	8

E. Lyne, New York.....	9
W. A. Feltes, Chicago, Ill.....	8
G. H. Spencer, New York.....	8
C. F. Stasch, Chicago, Ill.....	8
35 H. Cadwallader, jr., Philadelphia, Pa.....	7
C. Crownshield, New York.....	7
C. Dietz, Brooklyn.....	7
R. Friebe, New York.....	7
H. H. Hofgren, Brooklyn.....	7
C. Holmes, Naugatuck, Conn.....	7
C. Moe, Brooklyn.....	7
42 D. M. Adee, Metropolitan, L. I.....	6
A. Graveallas, Chicago, Ill.....	6
S. Mehrbach, New York.....	6
W. Stewart, Brooklyn.....	6
C. E. Steeve, Chicago, Ill.....	6
J. Schumacher, Chicago, Ill.....	6
M. Woodin, New York.....	6
P. Wollenschlager, New York.....	6
50 A. E. Anderson, New York.....	5
A. Bleier, New York.....	5
C. E. Burch, New York.....	5
A. H. Minterman, Brooklyn.....	5
E. F. Mead, New York.....	5
W. Miller, Brooklyn.....	5
A. A. McFarlane, Brooklyn.....	5
A. W. Orth, New York.....	5
H. S. Smith, Yonkers, N. Y.....	5
L. G. Stacy, Whitestone, N. Y.....	5
G. W. Slater, Brooklyn.....	5
J. B. Underhill, New York.....	5

Four Centuries Each—Paul Bichette, New York; R. J. Curley, New York; D. Epstein, New York; M. Farrell, New York; H. A. Glieman, New York; J. W. Gull, New York; S. S. Gnad, Brooklyn; H. Hintze, New York; T. M. Jones, Brooklyn; H. Johnson, New York; H. Kampe, Brooklyn; T. E. Mayhew, New Brighton, Staten Island; H. C. Naylor, New York; M. F. Rieske, Chicago, Ill.; P. A. Rocklage, Chicago, Ill.; B. J. Schomberg, Brooklyn; H. H. Thyer, New York; R. A. Van Dyke, New York, and M. Walters, New York.

Three Centuries Each—G. Ahrens, New York; C. Bronley, New York; J. Castles, New York; J. Cook, New York; H. E. Ducker, Albany, N. Y.; Dr. A. C. Griffin, Whitestone, N. Y.; C. Goldberger, New York; I. Gillett, West Troy, N. Y.; G. E. Hersey, Brooklyn; W. Krueger, New York; A. Klein, New York; C. F. Levy, New York; L. Lakowski, jr., New York; A. H. Moore, St. Paul, Minn.; H. Pager, St. Paul, Minn.; E. Rickert, Chicago, Ill.; C. A. Sherwood, New York; J. B. Spitz, Whitestone, N. Y.; F. J. Smith, Brooklyn, and W. Wilkes, Newark, N. J.

Two Centuries Each—G. F. Ambros, New York; P. Albrecht, New York; W. Burnett, Bridgeport, Conn.; A. Brogas, New York; G. E. Crepet, New York; A. E. Due, Brooklyn; F. W. Eyre, New York; J. Fitter, New York; E. Fanning, New York; A. Fairlamb, New York; A. Huesgen, New York; P. A. Jackson, New York; G. A. Johnson, New York; George Kirner, Brooklyn; D. H. Lodge, New York; J. Lucent, New York; W. H. Latham, Brooklyn; Mrs. C. Moe, Brooklyn; A. Neff, New York; R. B. Smith, New York; R. L. Terry, Brooklyn; W. Thomas, New York; E. Vogelhut, New York, and H. P. Williams, Port Jervis, N. Y.

One Century Each—F. Adams, New York; W. Browne, Brooklyn; J. Brus, New York; F. Boonemann, New York; W. Baum, Chicago, Ill.; Mrs. A. E. Dur, Brooklyn; J. W. Dalston, Brooklyn; W. E. Evans, jr., Brooklyn; G. Faber, New York; A. Goldberger, New York; F. W. Hyde, Solon, N. Y.; J. H. Haynes, Elizabeth, N. J.; Mrs. Jno. Krantz, Newark, N. J.; Colonel M. W. Lyman, Chicago, Ill.; E. Liebertz, New York; E. R. Lawrence, New York; O. Lochmuller, New York; J. M. Mitchell, Brooklyn; Dr. E. McIntyre, jr., New York; J. W. McCawley,

New York; E. P. McBride, Brooklyn; C. Nerent, New York; W. Price, Brooklyn; E. Polaseh, New York; C. W. Rhodes, Brooklyn; Z. A. Roberts, Brooklyn; Miss A. Schorck; O. J. Sheih, Brooklyn; W. Snyder, New York; L. Smith, Brooklyn; J. Sylvester, Elizabeth, N. J.; B. F. Schwartz, New York; W. R. B. Swartz, St. Paul, Minn.; L. De Wolff, Brooklyn; E. S. Wedin, St. Paul, Minn.; W. Wubing, New York, and D. Walsh, New York.

MULTIPLE CENTURIES.

Ten Consecutive—T. E. Finger, Brooklyn.

Seven Consecutive—T. E. Finger, Brooklyn.

Four Consecutive—T. E. Finger, Brooklyn.

Four Consecutive—M. Zaconick, New York.

Triples—T. E. Finger, Brooklyn..... 8

M. Zaconick, New York..... 2

J. M. Eifler, Brooklyn..... 1

E. R. Eck, Brooklyn..... 1

A. B. Eifler, Brooklyn..... 1

Doubles—T. E. Finger, Brooklyn, 9; M. Zaconick, Brooklyn, 9; J. M. Eifler, Brooklyn, 5; A. G. Carrier, Brooklyn, 3; A. B. Eifler, Brooklyn, 3; H. Gill, Bridgeport, Conn., 3; G. Duester, Brooklyn, 2.

One Each—D. M. Adee, Metropolitan, N. Y.; William Burnett, New York; William Bauer, New York; H. F. Dreyer, Brooklyn; E. R. Eck, Brooklyn; R. Ferrari, New York; H. C. Naylor, New York; H. Ollendorff, Brooklyn; L. G. Stacy, Whitestone, N. Y., and J. D. Stem, Brooklyn.

The mileage contest of the C. R. C. A. proved very exciting. Brooklyn riders wiped out the memories of 1902, when all the honors went to New York members, by winning the first three places.

Few members, aside from those in actual competition, troubled to report mileage regularly, except that made in century instalments, so that the total mileage reported for the year, 234,763 miles, great as it is, is only an indication of the greater amount actually ridden by the entire membership, and shows that an estimated total for the association for the year of a round half million miles, is understating rather than exaggerating the total covered.

The riders covering 2,500 miles or over were as follows:

1 J. M. Eifler, Brooklyn.....	13,777
2 T. E. Finger, Brooklyn.....	13,113
3 A. B. Eifler, Brooklyn.....	12,503
4 M. Zaconick, New York.....	11,841
5 G. F. Mitchell, jr., Brooklyn.....	11,786
6 A. G. Carrier, Brooklyn.....	8,063
7 H. Ollendorff, Brooklyn.....	7,301
8 Dr. A. C. Griffin, Whitestone, N. Y.....	7,030
9 F. E. Kirchner, New York.....	6,922
10 J. B. Underbill, New York.....	5,092
11 M. Farrell, New York.....	4,674
12 J. W. Gull, New York.....	4,341
13 M. Woodin, New York.....	4,073
14 J. A. Olson, Brooklyn.....	3,963
15 H. Kampe, Brooklyn.....	3,920
16 C. E. Burch, New York.....	3,432
17 H. E. Ducker, Albany, N. Y.....	3,217
18 E. States, Brooklyn.....	3,200
19 S. Mehrbach, New York.....	3,176
20 H. H. Hofgren, Brooklyn.....	3,040
21 C. F. Levy, New York.....	3,011
22 J. E. Combs, New York.....	2,894
23 C. Crownshield, New York.....	2,786
24 J. Jensen, Long Island City, N. Y.....	2,716
25 E. R. Eck Bath Beach, N. Y.....	2,700

While the century and mileage honors were carried away by Eastern members, the association's first membership price went to a

Chicago member, H. L. Judd, who added 122 members to the club's total during 1903.

The complete list of prize winners for 1903 is as follows, G. F. Mitchell, jr., and Dr. A. C. Griffin, of the leaders, not competing:

Century Mileage Competition—First, gold medal, jewelled, T. E. Finger, Brooklyn; second, gold medal, J. M. Eibler, Brooklyn; third, silver medal, jewelled, A. B. Eifler, Brooklyn; fourth, silver medal, M. Zaconick, New York; fifth, bronze medal, jewelled, A. G. Carrier, Brooklyn; sixth, bronze medal, F. E. Kirchner, New York.

Membership Competition—Special gold medal, H. L. Judd, Chicago; gold medal, H. S. R. Smith, New York; silver medal, C. Moe, Brooklyn; bronze medal, C. P. Staubach, New York.

Year's Fastest Century—First, Bonnell gold star, jewelled, J. M. Eifler. Time, 4:51:02 2-5.

Special cup for new club record in century and mileage combined, T. E. Finger, Brooklyn.

New York Club Run Competition—First, gold medal, C. F. Levy; second, silver medal, M. Woodin; third, bronze medal, H. H. Thyer.

Special award—Gold fob, for all around enterprise and work for the club's interest, Captain J. W. Gull.

The revised constitution of the C. R. C. A., recently amended, gives the various districts home rule to the fellest degree. The dis-

tricts recruit and elect their own members, control their own finances, and select their own officers and committees. The only national committees necessary under this plan are the legislation, composed of E. Lee Ferguson, New York; Dr. L. C. LeRoy, New York, and R. J. Lyle, Chicago and the road records, S. Mehrbach, New York; Colonel M. W. Lyman, Chicago, and A. E. Due, Brooklyn.

This year's competitions will be district affairs, except the national century mileage contest, for six prizes of the high standard of the 1902 and 1903 awards. Each district offers a gold medal in addition to its member who ranks highest of the districts in the national competition, whether a national prize winner or not, thus stimulating riding in each separate district. Each district offers three membership prizes, so that there are several good competitions in progress instead of a lone national competition in which some districts would be frozen out.

As the scope and field of the C. R. C. A. is national and not confined to any one locality, there is no single century run, racing membership, auditing or press committee, but there is one such committee in each district to look after the interest of the club and its members locally.

C. R. C. A. membership is strongest in New York, Brooklyn and Chicago, but other localities in the States of New York, Connecticut, Massachusetts, Rhode Island, New

Hampshire, New Jersey, Pennsylvania, Illinois, Wisconsin, Indiana, Ohio, Minnesota, Michigan, Missouri and California have their share of members. The territory is divided east and west, with the Ohio River as the dividing line, the western headquarters being in Chicago, and the eastern in New York. This plan is found far superior to the old organization scheme of constituting each State having one or two members a "State Division," with a State centurion, whose principal duties are to certify to his own performances as to century riding, etc. No doubt the western district of the C. R. C. A. will have to be sub-divided as the membership in certain localities grows stronger, and it has already been found necessary in the east to give Long Island's two hundred members a separate district and officers in this way.

The plans for the association this year include century runs, single, double and unpaced, as well as closed and open races in each district. The eastern and Long Island districts will run all their open events jointly to avoid conflict of interests, and perpetuate in particular the individual record run, inaugurated several years ago by J. T. Well and C. P. Staubach, of the C. R. C. A.

All local centuries will start from the new Brooklyn clubhouse of the C. R. C. A. on Eastern Parkway, Brooklyn. This is the commodious house near Bedford avenue formerly occupied by the Howard Wheelmen, and now under lease by the C. R. C. A.



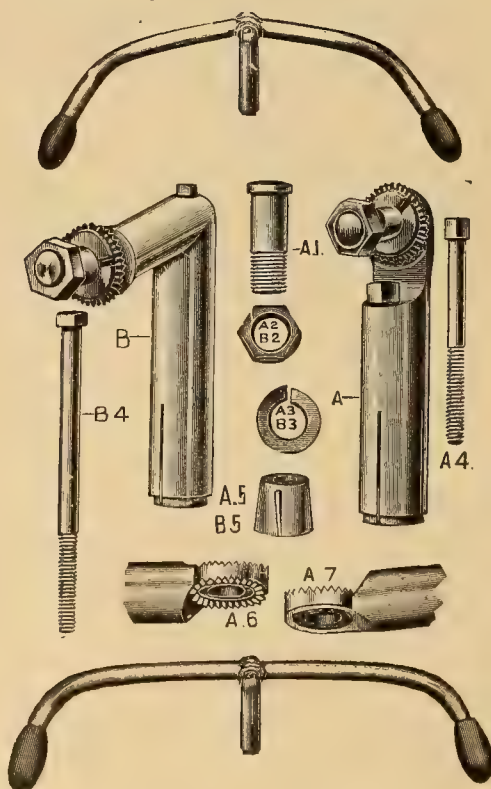
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Lend prestige to
any bicycle.

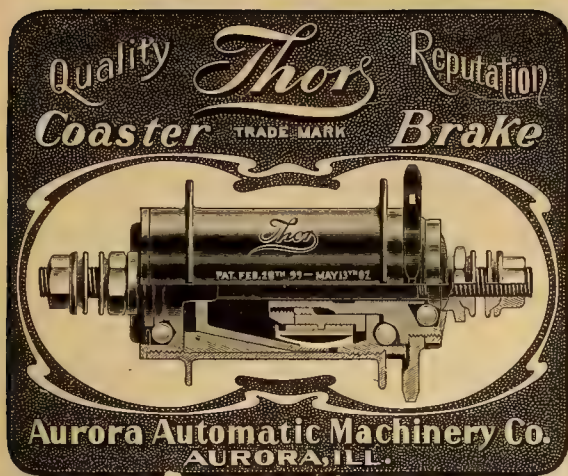
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a reputation.



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Exemplification
of the
Survival
of the
Fittest.

Specify it
and
Refuse Substitutes.

KELLY HANDLE BAR CO., Cleveland, Ohio.



Thor Coaster Brake

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Do not allow yourself to be deceived. Insist on having

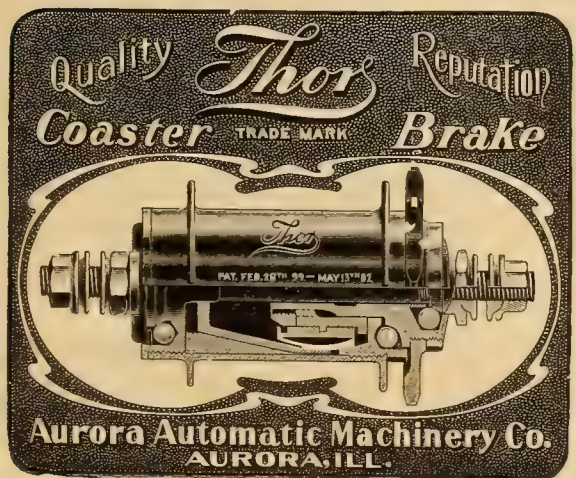
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It does not cost any more and insures satisfaction.

THOR COASTER BRAKES

are manufactured in

THE FINEST EQUIPPED
PLANT IN THE WORLD



Sandys Tours Across Continent.

A leisurely trip on a bicycle across the continent, from Colorado to Virginia, for the sake of fresh air, recreation, health and sightseeing, has been undertaken by a young man of Pueblo, Col.

He is Albert Sandys, twenty-five years in age, and he started from Pueblo on January 29, with Richmond, Va., as his destination. It is not a tramp trip that Sandys is on, but a pleasure tour.

From Pueblo to Wichita he was to follow the Arkansas River. From Wichita he was to go to Kansas City and St. Louis. Crossing the Mississippi River on the Eads bridge, he does not intend to go north to Chicago, but will turn southward and head for Louisville, Ky. In order to avoid the heavy grades and the uphill and down of Kentucky, he will ascend the Ohio River at least as far as Cincinnati. Beyond Cincinnati he has not mapped out his course, as there are several roads that he can take across the Allegheny Mountains into Virginia. But he will probably follow the ancient government pike through Cumberland Gap.

Making an average of fifty miles a day, for he does not intend to hurry himself, and allowing for stops for sightseeing and rest, he expects to reach Richmond in sixty days from the time he started.

Century Wheelmen Selects Committees.

The following committees for the ensuing year have been appointed by E. Willis Warfield, president of the Century Wheelmen of New York: House, W. H. Hale, chairman; John Sasse, jr., Joseph Byrnes, T. F. Shanahan, J. Schubert, H. Kolm and J. A. Brett; entertainment, R. R. Kallman, chairman; J. W. Scharoun, F. Bossenberger, G. A. Gedney and C. J. Eichman; membership, Ivan A. Jones, chairman; W. H. Nolan and Albert Grey; press, Lester W. Palmer; bowling, A. Schwebre, chairman; J. P. Walsh and W. A. Coulter; finance, Joseph P. Walsh, chairman; W. H. Klinker and Walter Eveleth; annual dinner, A. W. Whyte, chairman; A. M. Woods; J. Byrnes and I. A. Jones.

Y. M. C. A. Club for Macon.

Members of the junior and intermediate departments of the Macon (Ga.) Young Men's Christian Association have formed a bicycle club, naming it the Macon Y. M. C. A. Cycle Club. The initial run was taken last Saturday, and a regular schedule is being arranged. The officers of the club are George Stuart, president; Frank Jones, vice-president; Earl Drummer, secretary, and Leighton Dure, treasurer.

Wenzel Gets Mileage Medal.

John L. Wenzel, of the Century Wheelmen of New York, has been awarded the club medal for the greatest number of miles ridden during the year 1903. Wenzel, according to record, pedalled 11,201 miles. J. B. Underhill was second in mileage and G. C. Badeau third.

At the

New York Cycle Show

MADISON SQUARE GARDEN,
FEB. 19—MARCH 5,

The Indian



will be found on

Stands 15 and 16

If you have not made up your mind what motor bicycle to ride this season, a visit to the INDIAN exhibit is likely to help you reach a decision.

The INDIAN was so easily the best in 1903 that it was in a class by itself. It is even better for 1904, and its

Superiority Remains as Great.

To permit yourself to be persuaded that any other is "just as good" is "taking chances." Why take risks when the safe course is open?

HENDEE MFG. CO.

SPRINGFIELD, MASS.

MEN AND THEIR MACHINES

Blamed the Latter for Their Own Poor Work—The Remedy Applied.

"No matter what kind of tools you have you can't get good work out of them unless they are operated by intelligent workmen. It is the old story of the 'man behind the gun,' which is being illustrated anew over at Port Arthur, where, with both forces in possession of the highest types of ships and other instruments of war, the intelligent Japs are playing tag with the slow working Russians." The speaker was an ex-bicycle maker who addressed himself to a Bicycling World man.

"It reminds me of an experience of my own when I first started to make bicycles," he continued. "We put in good machinery, but we had a hard time to get the right kind of men. They were machinists of mediocre ability, while what we wanted was a superior grade of parts, such as our machinery as capable of producing. But the men behind the guns were not equal to the task and we had to replace them, one by one, with a better class of workmen.

"But even then we had trouble. This trouble always came to a head in the assembling room. The assembler would take up, say a hub and start to assemble the bearings so that the wheel could be built up. He would reach over to the bin containing the hub cups and try one in the hub, only to find it too large or too small—we used to have them come both ways. At that time we merely drove the shells in the hub, depending on the tightness of the fit holding them in place. If the cup was a loose fit it was, of course, useless as far as that hub was concerned; while if it was so tight that it could not be driven in it was equally worthless.

"We will take it that the latter was the case. The assembler vainly tries to drive it home—perhaps cracking it in his endeavor. The next cup is also too large, and he goes to the foreman. The latter tackles the workman on the cup machine and he declares that his cup is the right size and that if anything is wrong it must be with the hub itself. The man on the turret lathe which turns out hubs takes the same stand; his hubs are all right, but the cups vary from the standard. An investigation is made and it is found that both are right and both are wrong; the fault is with both. A few hubs have slipped through with the cup seatings a thousandth part of an inch or so too small; while the man on the cup machine has erred just the other way.

"The foreman would come to me and I would ask why the mistakes hadn't been detected before the parts got into the assembly room. Then it would come out that the workmen would, after turning out a few parts through without testing them. And, ards given them, become lax and slip a few

parts through without testing them. And, by some fatality, the inspector, whose duty it was to pass on everything, had failed to detect these faulty parts. So we were 'hung up' in the assembling room with a lot of parts that were worthless and an urgent need for assembled machines.

"There was only one way to remedy the matter. That was to read the riot act to all hands and to hold each one responsible in the future. The man at the hub machine must turn out each hub to fit the standard furnished him; the cup man must do the same; the inspector must see that nothing is passed that is not just right; while the foreman was given to understand that upon him devolved the responsibility of seeing that every man under him was held to the strict performance of his duty. If any of them failed it was 'up to' him to detect the fact.

"Most of the men we had to get rid of finally. Either they would not or they could not turn out the class of work we wanted and must have. They tried to blame it on the machines, saying that they would not do the class of work required. But we knew better, and proved it by finally getting men who turned out hubs and cups and cones that were really interchangeable. Yet these discharged men were good machinists, as standards went, and were indignant when we laid them off."

What Cole Is Cataloging.

For wellnigh a decade the Cole specialties, made by the G. W. Cole Company, New York, have been well and favorably known to the cycling public. Starting with the famous Three-in-One oil, which is really a household name, the concern has added one line after another until now its goods cover a wide field.

The Three-in-One oil still performs its triple function—cleans and polishes, prevents rust, and lubricates—and is put up in a 10 cent size in addition to the regular 25 cent bottle. The "R R" Polish and "P M" graphite lubricant are put up in collapsible tubes of various sizes. Toe clips, holders, nipple grips, carriers of all kinds and trouser guards are a few of the other Cole specialties illustrated and described in the handsome and well printed catalogue which the concern has issued for 1904.

Continental's Rubber Offerings.

In a quietly rich and attractive catalogue the Continental Rubber Works, Erie, Pa., describe their 1904 offering of tires and kindred goods. The former embrace a special roadster, a high grade tire, using the very best Sea Island cotton; a similar tire, but with extra heavy cover and tube, and designed for use in "cactus countries;" a regular roadster and an unguaranteed tire, all of the single tube variety; and three patterns of double tubes. Pedal rubbers, endless and butt ended inner tubes, patching rubber, repair plugs, etc., are also described, as is the Milwaukee patent puncture proof tire, which is now manufactured and marketed by the Continental Company.

LABORER AND HIS HIRE

Did Only the Work He was Paid For, and His Employer Suffered.

"That a laborer is worthy of his hire was impressed upon me forcibly not long ago," remarked an old tradesman, "and it set me to wondering whether it really pays to do your best work whether you get full value for it or not.

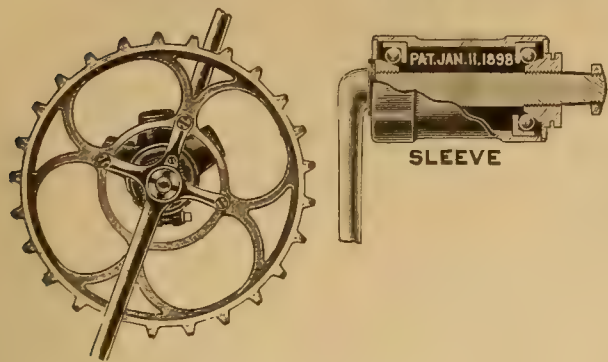
"In a factory I was connected with a certain workman was noted for the enormous quantity of work he turned out. He ran a special hub machine that was also a record breaker, and each day he produced hubs enough to total a startlingly large output. He was paid proportionately, however, his wages being \$21 a week, which was very much in excess of that paid any one else in the shop.

"He was of a roving disposition, however, and finally he pulled up stakes and went West. The concern got a new man to take his place—a good machinist, but one who was new to bicycle work. They paid him \$15 a week and put him in charge of the special hub machine. He was a little slow at first, but soon got the hang of things and did better. I think that eventually he would have been able to work up to an equality with the first man, but just at this time he learned through some of the other men how much his predecessor had been paid. That set him to thinking, and after a few weeks he asked for more money—and didn't get it.

"That angered him, and he made up his mind that if the concern didn't pay him more money it should not get any more work out of him. I had two or three talks with him, and found that he sized it up this way: He was turning out between seventy-five and eighty complete hubs a day, whereas the first man averaged slightly under one hundred. At that rate the concern paid him a little less per hub than it did the first man, and of course it had no cause to complain. But there was another side: They were behind orders, and hubs, in particular, were needed. He could, he assured me, equal his predecessor's record if he really tried, and while he did not dare to drop back a little he was at least determined that he would not increase his output.

"So there the matter rested. The concern paid a trifle less for its hubs, but it failed to get out of the man and the machine the work they were capable of, and suffered loss through not having enough hubs, whereas if they had been willing to pay a few dollars a week more they would have reaped the full benefit of both."

The man who likes his work well enough to keep everlastingly at it and take pains at every turn is a soft sort of a genius to be tied to says Jed Scarboro,

"D. & J." HANGERS

have stood a market test of 7 years,
and they are considered the

STANDARD HANGERS FOR HIGH-GRADE WHEELS.

Our business has gradually increased, due to the actual merit of our Hangers, while over 95 per cent. of our competitors "have retired."

"D. & J." HANGERS cost but a little more than "one piece" or other inferior Hangers, and they add very much to the actual value and selling qualities of a wheel.

Any manufacturer can supply wheels equipped with "D. & J." HANGERS. If he should object, advise us, and we will refer you to others who will appreciate your business.

The Hanger is the heart of the wheel and the Bearings the essential part of the Hanger. "D. & J." HANGERS are mechanically correct, all bearings being within a Sleeve and independent of the frame. (See cut.) This every mechanic will appreciate at a glance, and a thorough trial will convince any Manufacturer, Agent or Rider.

"D. & J." HANGERS

Mean Satisfied Customers.

Satisfied Customers bring Repeat Orders.
Repeat Orders will Build up your Business.

PARK CITY MFG. CO.
CHICAGO, ILL.

RIDE A

Cushion Frame

MODEL.

The Highest Grade

OF BICYCLE CONSTRUCTION AND THE MOST

**Luxurious
Bicycle Made**

ALL DEALERS.

DIAMOND TIRES

Mean

CERTAIN PROFITS

The Diamond Rubber Co.,
AKRON, OHIO.

The Week's Patents

751,493. Vulcanizer. Jacob F. Funk, Rochester, N. Y., assignor of one-half to Philipp Funk, Rochester, N. Y. Filed September 17, 1902. Serial No. 123,674. (No model.)

Claim—1. In a vulcanizer, the combination with a frame, a retort therein and a yoke, of an eccentric journaled thereon, an eccentric strap and an eccentric ring ranged between the eccentric and the strap, and means on the strap for revolving the ring independently thereof, a closure for the retort operated upon by the strap, and connections between the closure and frame for centering the former on the retort.

751,556. Vulcanizer for Repairing Tires. Harry K. Raymond, Akron, O., assignor to the B. F. Goodrich Co., Akron, O., a corporation of Ohio. Filed November 25, 1903. Serial No. 182,619. (No model.)

Claim—1. A vulcanizer having a central heating chamber and adjoining opposite end cooling chambers.

2. A vulcanizer having a central heating chamber, adjoining opposite end cooling chambers, and means for holding the tire or structure being treated in contact with wall portions of said heating and cooling chambers.

752,004. Luggage Carrier for Vehicles. Frank Simons, Buffalo, N. Y. Filed December 17, 1902. Serial No. 135,502. (No model.)

Claim—1. A luggage carrier comprising two vertical open loop straps, an upper and a lower horizontal loop strap secured to the said vertical open loop straps, and attaching loops secured to the upper horizontal loop straps.

751,779. Device for Adjusting Piston Rings from Outside the Cylinders. Paul Bode, Duisburg, Germany. Filed November 9, 1903. Serial No. 180,376. (No model.)

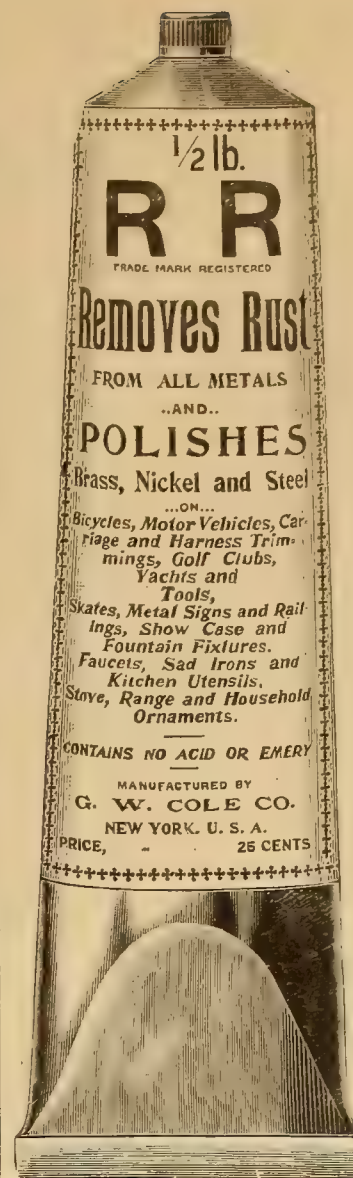
Claim—1. In combination with the threaded piston rod and the piston having cam surfaces, of a series of tongues seating on the piston so as to be engaged by said cam surfaces thereof, a piston cover having depending lugs, therein, said lugs engaging said tongues, a sleeve formed integral with the cover engaging over the piston rod, said sleeve being adapted to be rotated, and means engaging the threaded portion of the piston and the upper end of the sleeve to lock the latter.

Oil Cans and Tool Bags.

"You ask, 'Who carries an oil can now?' writes H. H. Wheeler, of Pomono, Cal. "I always do. The 'Perfect Pocket Oiler,' wrapped in a cloth, right side up—though that makes little difference—in my pocket. I oil my Morse chain every fifty to one hundred miles. I always carry a tool bag—even in a road race.

"I keep my tool bag straps from wearing the enamel by wrapping around the tubing strips of old inner rubber tubes a little wider than straps, and of such thickness that the straps can be buckled so tightly that the bag will not turn even when wheel is upside down. Would it not be a good notion for tool bag makers to furnish a molded good rubber band with raised edges for this purpose?"

"Motorcycles: How to Manage Them." Price \$1. The Goodman Company, 154 Nassau street, New York. ***



No. 7.

IT SAVES LABOR.

The polished surface will not soon corrode, rust or tarnish.

R. R. is invaluable for cleaning old wheels.

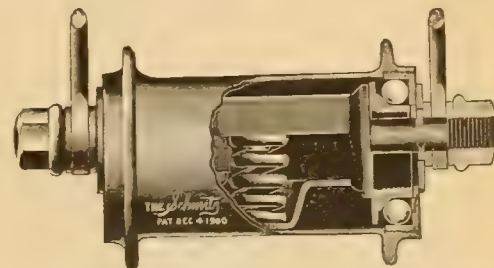
It does not injure nicked or polished surfaces.

SEND FOR CATALOG NO. 10.

G. W. COLE COMPANY,
Makers of the famous

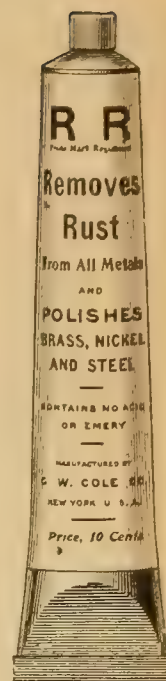
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145 Broadway, . . . New York.
ALL JOBBERS HANDLE THEM.

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For BICYCLES, MOTOR CYCLES, AUTOMOBILES. Holds several World's Records for speed. Relieves and breaks jar below the axle, thereby saving at least half the wear on tire. Absolutely guaranteed.

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Reduced Cut.
No 8

R. R.
unlike other
Metal
Polishes
contains no
Acid or Emery.

THE ONLY RUST
REMOVER ON
THE MARKET.

WANTS AND FOR SALE.

15 cents per line of seven words, cash with order.

FOR SALE or Exchange — \$1200. worth bicycles, sundries, tires, Mitchell motorcycle, lathe, drill press, shafting, pulleys, vises, tools, electric motor. Good complete shop. J. T. TEMPLE, Station A, Richmond, Va.

WANTED—Everyone interested in motor bicycles to purchase "Motocycles and How to Manage Them." Contains 126 pages bristling with information. \$1.00 per copy. For sale by The Goodman Co., 154 Nassau St., New York City.

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RETAINER**
IS USED.

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If you are users of ball bearings we would be pleased to hear from you and mail you our catalog with the latest information which we know would be profitable and interesting to you.

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the best trade.

PARISH & BINGHAM CO.
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JOHN S. LENC'S SON & CO.

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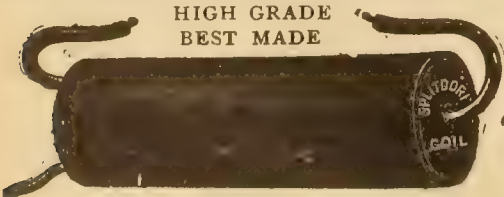
CARRY A COMPLETE STOCK OF

BICYCLES, TIRES, SUNDRIES.

CAREFUL ATTENTION PAID TO
PROMPT SHIPMENT.

SPLITDORF SPARK COILS.

HIGH GRADE
BEST MADE



C. F. SPLITDORF, 17-27 Vandewater St., New York.

HIGH GRADE

wheels must have the
best equipments.

There is nothing that gives more value for
the money than the use of the

**MORSE TWIN
ROLLER CHAIN**

NOISELESS IN MUD, WATER OR
DUST AND ALWAYS EASY RUNNING.

The only chain having **Frictionless
Rocker Joints**. Insist on having the
Morse Twin Roller. Fits regular
sprockets.

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YOU WILL SAVE MONEY
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Write for 1904 Catalogue,
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THE KELSEY CO.,

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BARGAINS FOR BICYCLE DEALERS

IN
**TIRES, COASTER BRAKES,
GAS LAMPS, Etc.**

Write to-day for complete Catalogue.

THE E. H. HALL COMPANY (Incorporated),
Jobbers Bicycles and Supplies,
59-65 Exchange St., Rochester, N. Y.

Almost a Fish Story.

Submarine bicycling will never, it is safe to say, become a popular form of recreation, but the wheel has nevertheless been used below water with success. An experiment of this kind is said to have been made off the coast of England, near Plymouth. The cyclist was a diver fully equipped, while he employed a tricycle with heavy, flat wheels. On a smooth surface it was found that the wheel could be propelled easily if somewhat slowly, and with much less effort than is required to carry a heavy suit of armor the same distance.

Slaking Hot Brazed Joints.

Do not be tempted to slake a hot brazed joint in soapy water or any other preparation for the purpose of removing or softening the flux excess: such a procedure is liable to distort, harden, or even fracture the tubes.

"The A. B. C. of Electricity" will aid you in understanding many things about motors that may now seem hard of understanding. Price 50 cents. The Goodman Co., 154 Nassau street, New York: ***

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"GEM"

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We make oilers for almost the entire trade. The quality of our
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JOBBER OF CYCLE SUPPLIES.

SHELBY SEAMLESS-STEEL-TUBING
ONLY TUBE MADE SUITABLE
FOR BICYCLE CONSTRUCTION
SEND FOR OUR ILLUSTRATED
BOOKLET ON SEAMLESS TUBES
SHELBY STEEL TUBE CO.
PITTSBURGH, PA.
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The Bicycling World

AND MOTORCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVIII.

New York, U. S. A., Saturday, February 27, 1904.

No. 22

A LESSON FOR EVERYONE

How Cycle Riding and Repair Business was Stirred up in the Dead of Winter.

A place where the faith in bicycles is deep and abiding, and where men keep busy with their hearts in their work, and where, in consequence, results are obtained, is at Bay City, Mich., in the plant of the National Cycle Mfg. Co. An example of the enterprise of this concern, which grasps every opportunity and turns it to account, is found in a recent exploit there that was inspired by F. C. Finkenstaedt, the secretary and treasurer.

A representative of the Bicycling World met Mr. Finkenstaedt in Cleveland recently and got the story from him. While the thermometer was below zero the books of the firm were gone over and the names of a thousand National riders in Bay City were selected. To each of these was sent a postal card, on which was written the brief, pertinent query:

"Why don't you ride your bicycle?"

The effect was instantaneous. While the thermometer still hovered about zero, the number of bicycles seen on the streets began to increase, and at the repair shop of the company there were \$305 worth of repair jobs brought in during one week.

The incident suggests that if so much can be accomplished in the dead of winter in a place the size of Bay City, much more may be achieved by other manufacturers and wide awake dealers who will put forth similarly intelligent efforts during the riding season.

Mr. Finkenstaedt had with him at Cleveland a letter from one of his customers, a dealer in a town of five thousand inhabitants, where the temperature was below zero and there were five feet of snow on the ground at the time the letter was written. This is part of what the letter contained:

"My shop is running full blast now with 174 wheels in for repairs, and several National sales in sight. I am looking for a busy season."

Mr. Finkenstaedt, in showing the letter, remarked that he did not do so for his own benefit, but as an argument against "the cold footed attitude of many who ought to warm up a little."

Nutter Wins Bell Suit.

Judge Brown in the United States Circuit Court for Massachusetts on Thursday, decided against the defendants in the patent case of Charles A. Nutter et al. vs. Frank Mossberg et al. on the supplemental bill which they filed to review a former decree of the court, holding that claims 1, 2, 3 and 4 of patent No. 491,012 issued to Lewis E. Ericson for a bicycle bell were valid and infringed by them. The defendant sought a review upon the ground that they had since discovered that a similar patent had been granted to Hill & Tolman before Ericson's patent was granted and that the latter patent was invalid because anticipated by the former. But the court holds that the Ericson patent is not affected by the Hill & Tolman patent, as it substantially differs from it.

Racycle Gets Police Order.

A rather notable capture in the way of a contract has been made by the Miami Cycle and Manufacturing Company.

It is an order to outfit the cycle squad of the Buffalo (N. Y.) police force with a lot of specially built Racycles. Buffalo has a large force of cycle-mounted police, and it being a city where cycling always has been extensively practiced and the police department had had a great deal of experience and is a good judge of merit, so that this contract is one much coveted. The securing of it is therefore quite a plume for the Racycle people.

Clement Factory Closed.

Following cabled instructions received from M. Clement, the A. Clement factory in Hartford was last week shut down. Nothing definite will be known regarding the future of the plant until mail advices are received, but as there are a number of motors and motorcycles still on hand it is not thought that the place will be wholly discontinued.

Quotations on Pope Stock.

According to one of the financial papers, while there are no public quotations for the stock and bonds of the Pope Manufacturing Company, private bankers say that they will, subject to previous supply, pay for the first preferred \$65 per share, for the second preferred \$20 per share, and for the common \$5 per share. The asking prices are \$70, \$25 and \$6.50 respectively.

NOT LIKE OTHER SHOWS

Many Things Combine to Affect Exhibit in Madison Square Garden—Attendance Large and Bicycles Displayed are all Good Ones—One is New.

Perhaps the cycle exhibit which forms a part of the Sportsman's Show which is now holding the boards at Madison Square Garden, this city, and which will continue for another week, is better than no show at all.

It is certain, at any rate, that another exhibit under similar conditions is not much to be desired. The outgrowth of his aims to stimulate the cycling interests Colonel Pope guaranteed the rental of the handsome little concert hall in which the bicycles were staged and it was such "easy money" that the promoters of the Sportsman's Show lay back and "sat tight." It is no secret that they also feared that if the bicycle section was boomed in any way it might overshadow or dim the lustre of the main show. As a result not a line regarding bicycles was permitted to creep into the outside prints, and since the show opened the cycle exhibition has constituted a minor feature of the function, and has received scarcely more publicity than the speckled quails or the quacking ducks that fill a few odd corners.

In the original plans a big electric sign over the entry way of the bicycle section was one of the features. When the show opened there was no sign of any sort visible and only those saw the cycle exhibit who stumbled across it, but as the attendance was enormous the "stumblers" were fortunately numerous. A mighty protest from the exhibitors resulted in the painting of two placards which have since done duty.

On Monday night when the home trainer contests were inaugurated a megaphone was secured and an announcement made from the gallery to the spectators in the main hall. They immediately ceased to gaze at the little lake and flocked to the bicycle section and filled it to overflowing. Although the fly-casting and canoe tilting and other events had been similarly announced, the action of the bicycle folk brought a stormy and rathful protest from the Sportsman management and the home trainer races have since "wor-

ried along" without announcement of any sort.

But, for all of that, the display of bicycles is by no means to be sneezed at, and has been viewed by many thousands of people who otherwise probably would not have gone around the corner from their homes to see anything of the sort. Whether it will prove of any effect remains to be seen. There

on cloth. There is no attempt at decoration—not even one potted plant is in evidence—and the Pope exhibit is so extensive that all others are dwarfed by comparison. Following their temporary policy of subordinating the names of their bicycles to the name of the corporation, the title "Pope Manufacturing Company" stretches clear across the display, and what might have been with good

tractive finish will help sell bicycles, the "chrysoberyl" tint certainly will place not a few sales to its credit before the season is far spent.

The only bicycle displayed of which no previous inkling had escaped or mention made is, as has been stated, the "springless spring frame" Racycle. This is the one genuine surprise of the show. The accompanying illustration will afford a good idea of its appearance. The frame proper, the upper top and bottom rails and the seat mast are formed of twin tubes of $\frac{5}{8}$ inch diameter, which are brazed to drop forged connections; the small tubes, working against each other, afford what the makers claim is all the "give" desired by the average rider. The machine is fitted with the new Racycle spring fork, which is shown for the first time in the East; in full nickel finish it is even handsomer and more impressive than the pictures of it had that had been printed.

Spring forks really constitute a feature of the show, and indicate the change in the cycling temperament and demand. Ten years ago, and less, they were frowned on and failed of popularity. To-day they are distinctly in the ascendency. The George N. Pierce Company, one of the pioneers in blazing the way to cycling comfort, and one of the first to employ spring forks, of course, show the Pierce with their now well-known twin-blade fork, the two blades of which are now "tied" with an ingenious little rubber roller in order to prevent "whipping." In a new model with 26-inch front wheel, the



THE "SPRINGLESS SPRING FRAME" RACYCLE.

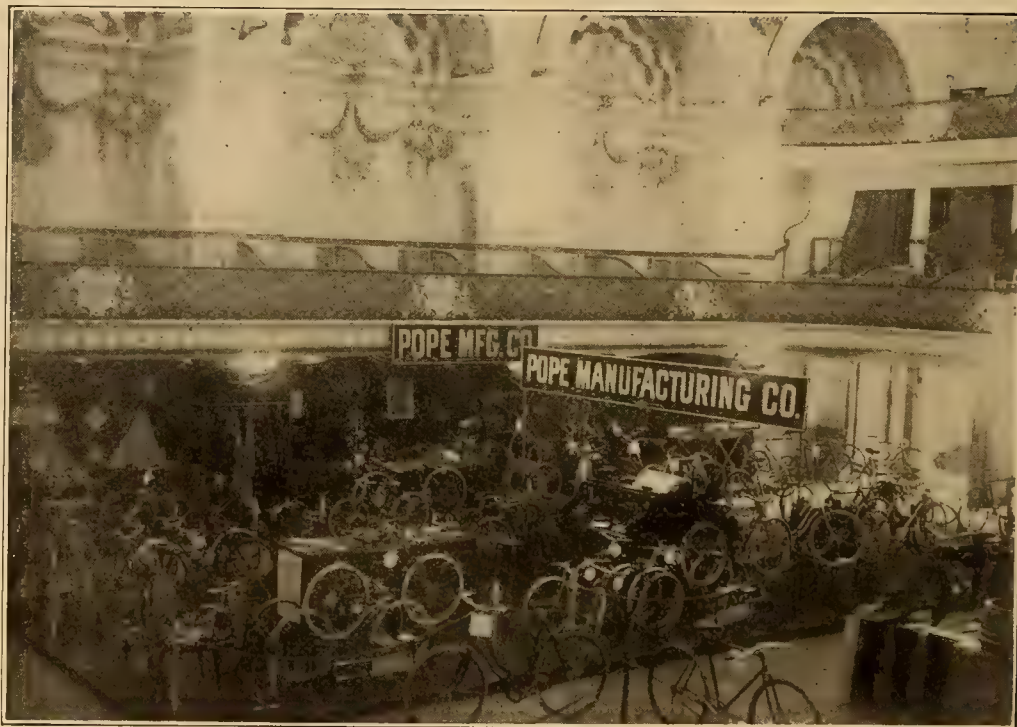
have been a number of out of town agents in attendance, however, and some business is being done.

With possibly one exception the exhibitors themselves do not appear to have entered whole heartedly into the spirit of the occasion. Only the Racycle people have put their best foot forward; they alone employ an electrical sign, and their space stands out "like a house afire" because of it. They also have their famous scales designed to furnish ocular proof that it requires fewer pounds pressure to propel a Racycle than to push any other wheel. They are also expecting daily a mouse-trap arrangement which is to be attached to one of their wheels as evidence that even the Racycle runs so easily that even the power of one tiny mouse is sufficient to make the wheel revolve. In addition, they have the only really new wheel exhibited—"a springless spring frame," which is radical enough to attract attention—and they also have a model of their motor cut sectionally and operated by electric power. The stroke of the piston, the throw of the crank shaft and the movement of both valves and the spark advance are thus made visible and render education easy. The carburetter and tanks and the grip control are also shown in section, and the whole machine, being beautifully nickeled and equipped with bright copper tubes, constitutes a striking object lesson. It is the handiwork of the Thor people, whose motor and fittings the Miami Company employ. As a whole, the Racycle exhibit is of the sort that creates and leaves an impression, and is one that can hardly fail to advance the Racycle interests.

Excepting the Racycle's, all of the other signs are of severely plain lettering painted

effect made appear a half dozen exhibits of a half dozen different bicycles appears as one.

The two-speed gear is shown in section to illustrate its operations, but undoubtedly the most striking feature of the Pope display is a Columbia bicycle and a Columbia motor



POPE'S BIG DISPLAY.

bicycle in the new "chrysoberyl" finish. Nothing more striking ever has been produced. It is difficult to convey a true idea of its exquisite richness. To term it "translucent golden brown," with the lustre of the sun, is the nearest approach to description that is possible. In combination with the nickel trimmings its dainty richness is further enhanced, and gives to the bicycle an air of superiority that is not to be gainsaid. If at-

Pierce people carry the nickeling upward and cover the head with that finish.

There are also the Racycle fork and the Pope fork, the essential element of which is a small spring-contained cartridge which may be applied and is applied in a variety of positions, varying with the several brands of bicycles. As applied to the Rambler, however, it is in its most attractive and inconspicuous form. The "cartridge," as shown

by the illustration, is placed in the rear of the fork crown, and except by examination none would suspect that the Rambler had a spring fork, so little does it differ from the rigid pattern.

The time-tried cushion frame is also much in evidence, every high grade line exhibited having a model of the sort.

The display of motor bicycles is notable, but save the Racycle, which is made up of the Thor motor and fittings, and the Griffon, a French belt driven machine of 3 horsepower, handled by a New York department store, and one 1903 F. N. of Belgian manufacture and imported by A. H. Funke, of this city, and a 1904 Merkel, staged by the E. J. Willis Company, all had been previously shown and described. A much improved idler is the most conspicuous change in the latter. Including the four mentioned, there are fourteen different brands of motor-cycles exhibited, the Auto-Bi, Indian, Columbia, Tribune, Cleveland, Rambler, Crescent, Marsh and Hafelfinger being the others. The Indian and Marsh are fitted with tandem attachments. The Hafelfinger, for which Will R. Pitman stands sponsor, is made up only to order. Pitman, who is very much in evidence, is also the most courageous man in the whole show. He is handing out cards bearing a pen and ink picture which he says is a portrait of himself. It looks as much like Douglas, the shoe man, or a mustached Lydia Pinkham.

In all there are seventy-three complete bicycles and fifteen motor bicycles, and the sectional model of the Racycle motor driven machine. There are nine chain driven bicycles fitted with cushion frames. In all thirteen chainless models, all bevel geared, are shown, of which four are fitted with cushion front forks. Eight of the chainless machines are fitted with cushion frames, and of these six also have cushion front forks. Only one chainless has no cushion arrangement.

The Pope Manufacturing Company has the largest and most complete display of bicycles in the Cycle Show, the Eastern Department showing in all 26 models of the Columbia, Cleveland, Tribune, Crawford, Hartford, Westfield, Stormer, Vedette and Fay juvenile lines, Columbia, Tribune and Cleveland motor bicycles, seven jobbing machines and an expert model fitted with steel rims, mud guards and a hand brake, while the Western Department shows 22 models of the Rambler, Monarch, Crescent, Imperial, Crescent juvenile lines and a Rambler motor bicycle.

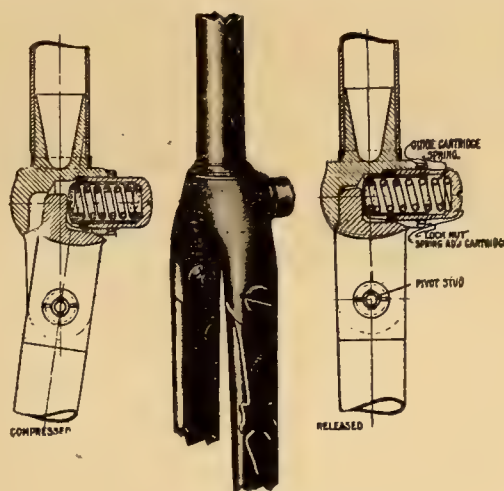
At the corner of the exhibit nearest the door, mounted on an elevated stand, is a Columbia Superb, the pride and boast of the factory at Hartford, where for years have been produced bicycles that were the "standard of the world." It has the beautiful "chrysoberyl" finish, a golden brown, that is very effective.

This year's model has entirely new lines, a very short steering head, and is dropped three inches in the crank hanger. The main

frame tubes are of one inch diameter, and the upper and lower rear fork tubes are oval and tapered. The cones and cases of the steering head are flush with the tube, and a detachable vulcanite grip is used on the handlebar. This model can be used as a racing wheel by using smaller rims and track tires.

The frame lines of all the Columbia models have been changed, the seat mast being straighter than formerly and the rear forks being made shorter, bringing the rear wheel further forward and making the wheel base less than before. On the Columbia and Tribune chainless models twenty-seven ounces have been saved by using a drop forged rear yoke in place of the casting formerly employed, and substituting a lightened front gear dust cap.

On the Tribune "Blue Streak," "D" shaped front forks are used for the 1904



RAMBLER SPRING FORK.

model and a new spindle hub. The new "Cleveland Swell Special" has a fine lustrous Cleveland blue finish and a short steering head. They also use on this model a new half-inch pitch chain, with an option of a one-inch pitch chain with hardened blocks and pins. The hubs are flanged and bell-shaped, with a new cone-locking design device.

The Pope cushion fork is made of two telescoping hinged fork crowns between which are two coiled springs and a third central spring which enters the fork stem. It works like the hinges of a door and opens and shuts as the bicycle passes over uneven ground. In passing over obstructions the front wheel is forced backward, opening the space between the fork crowns when the central spring comes into action and absorbs the jar. The give in the central spring is considerable and is particularly useful in case of collisions.

The exhibit of the Western department of the Pope Manufacturing Company reveals many new features in the construction of the Rambler, Monarch, Imperial and Crescent bicycles and A. J. Banta, who is in charge, reports many sales to both individuals and agents. The mechanical experts of the Western department have made many improvements in both design and finish of the product of the Chicago factories. The Rambler spring fork has been already

referred to. One small detail that will appeal to riders in the habit of steering with one hand in the center of the handlebar, is a cap which it made to fit over the top of the handlebar expander. As such a bolt is liable to have sharp edges from contact with wrench jaws, the cap gives a finishing touch to the bar in addition to saving the hands of the rider from many scratches and cuts. Another improvement has been the abolishment of stamped hubs, all hubs now being turned from solid bars for Sanderson tool steel. The Crescent chain adjuster is an eccentric disk, which move in a straight slot. The disk is pivoted on the axle and has a corrugated edge which comes in contact with a raised portion of the rear fork. The Crescent has also a diamond shaped saddle bar which is used with a V-shaped clamp, doing entirely away with any possibility of the saddle turning.

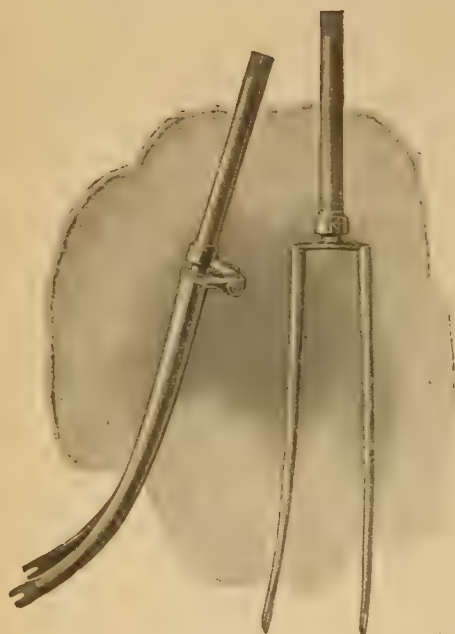
The exhibit of S. B. Davega, of New York, has two signs which show in no uncertain way the evolution which has taken place in the selling of bicycles at retail. One sign reads "\$1 a week buys a phonograph," and the other: "\$2 a week buys a bicycle." When it is remembered how many retail bicycle dealers were wrecked on the reefs of the "\$1 down and \$1 a week" policy the two signs over the Davega exhibit assume a new significance. The exhibit proves Davega's faith in motor bicycles; he stages the Auto-Bi, Columbia, Rambler, Tribune, Crescent, Cleveland, Indian and Marsh, for each of which he is agent.

The E. J. Willis Company, of New York City, show samples of their large line of bicycle and motor bicycle supplies and the Merkel motor bicycle, for which they are selling agents in the territory east of Buffalo. They have gone into the manufacture of horns, importing unfinished parts and assembling them at their factory. They have adopted the word "Yankee" as a trademark, and are using it to distinguish their line of specialties, which includes mica spark plugs, oil syringes, water-proofed canvas buckets, gasoline testers, spark intensifiers, battery connections and headlights and searchlights of their own make.

The Park City Manufacturing Company and the A. Nelson Manufacturing Company are showing their products in the same booth. The Park Manufacturing Company show their famous "D. & J." hanger, the use of which helped make "Johnny" Nelson famous as an amateur racing man. The hanger as at present constructed is the result of seven years' use and experimenting, and is one of the smoothest running and neatest appearing ones on the market. The Nelson Company's line of parts for manufacturers and repair men is a very complete one.

The Twentieth Century Manufacturing Company, of New York, show their well known lamps, and also oilers, horns, spark plugs and separate generators. The separate generators are made like boilers, of heavy

(Continued on page 622.)



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NEW YORK, FEBRUARY 27, 1904.

The Present Show and the Next.

It is fairly safe to say that the first cycle exhibit held in connection with the Sportsman's Show will be the last one. Not that the display now in evidence at Madison Square Garden has not and will not serve the cycling interests to some purpose, but because it is already plainly evident that greater benefits are to be obtained under other auspices.

With the promoters of the Sportsman's Show jealous and fearful that any prominence given or attracted by the cycle section will tend to injure their direct interests and with the press not unnaturally treating bicycles as a mere incidental feature of the affair, the benefits obtainable have been brought far below what is easily possible under really favorable conditions.

It begins to appear that the exclusive cycle show in Herald Square Hall which an ambitious promoter has already announced for next January will after all prove worthy of support.

About Gauging Orders.

To gauge one's orders so nicely that deliveries will be made in sufficient quantities to meet the demands of the selling season, and this without having to accumulate a big stock in advance, is the aim of all dealers. Few of them, it may be safely added, succeed. There is either too great an accumulation in January and February or too rapid a depletion during March and April. In the former case bills mature too rapidly to be met promptly, and in the latter frantic calls are made on the factories for hurry shipments, with delays in shipment and transit that play hob if the spring opens early.

Of course, the average dealer places his order early, and even gives specifications for the bulk of his goods. But he withholds delivery dates until he can see which way the cat will jump—whether the spring will be early or late, and business good or bad. A rainy March or April causes him to shut up tightly, just as bright, warm weather during the same period draws from him appeals for immediate shipments.

The thought of aught but self seldom enters his mind. That the maker should be urgent in his proffers of goods in the winter months seems natural, but not so the suggestion that he, the dealer, should order freely merely to help the maker out. When the shoe is on the other foot—when the maker is being urged to rush goods—the dealer is apt to consider him indifferent. He does not stop to think that there are hundreds of other dealers, equally urgent in their calls, their aggregate orders imposing enormous difficulties on the factory in its efforts to satisfy them. To wait his turn is the last thing the dealer will do willingly, and he would consider it a hardship to be asked to do so.

The best plan is to give delivery dates as well as specifications well in advance. Have shipments come every week, beginning somewhere between March 1 and 15, and continue well into May; then if these are inadequate a few extra orders will bring the quantity up to the desired point.

Anything almost is better than to lose sales. The season is all too short as it is.

The Spark is Kindled.

There is cause for some gratification in the fact that the call made upon dealers everywhere for them to promote road races, and other contests on the holidays which are observed during the cycling season, has lighted a spark of interest and that there is noticeable the beginning of a movement to

act upon the suggestions that have been put forth.

Letters endorsing the idea and asking advice have been received by the Bicycling World and by Chas. A. Persons, who was the first manufacturer to make a public appeal. The signs of an awakening are noticeable. These letters are mostly from dealers who are enterprising and do not require much urging to take hold of a good suggestion and put it into execution. This is not enough. The enterprising ones who are quick to respond and the manufacturers should see to it that the more sluggish ones are aroused to the possibilities of the idea. The spark that has been kindled should be fanned so that there will be flames in places where now there are cold ashes.

The manufacturers in particular should help by stirring up their agents everywhere and giving assurances of their support by reasonable contributions to prize lists.

There has been a lot of "calamity howling" in the bicycle trade for some time, but now the worst has passed, as everybody knows, and it is time that it should all be offset by the "cheer up" spirit that is being manifested in many places.

But talk is not enough, however cheery it may be. Here is a chance for every one to do something, and it is a something that will prove to every one, including the promoters of the holiday road contests that cycling is alive and has a throbbing heart. This idea is such a grandly practical one that it should arouse every dealer's interest and if it does and there is harmony of enthusiasm, the results will astonish even the most sanguine. There is nothing more contagious than enthusiasm. Let every one help to spread it by the revival of road races or coasting contests everywhere on holidays.

"Don't say things. What you are stands over and thunders so loudly that I cannot hear what you may say to the contrary," wrote Emerson.

Let every one put his shoulder to the wheel. It will move.

The Shrinkage of Hubs.

What has for some time seemed to be impending, i. e., the relegation to the rear of the barrel hub, is slowly and, seemingly, surely taking place. For several years hubs have been growing smaller, and last year several makes of machines were fitted with what was a very close approach to the early type of spindle hub. This year the trend in this direction is much more pronounced, and

enough spindle hubs have already made their appearance to make it plain that they will be no novelty during 1904.

The barrel hub—so termed because the centre was as large in diameter as the cup seats, thereby resembling, save for the flanges, that useful article, the barrel—was an accompaniment of the big tubes and big sprocket wheels, which made their formal bow in 1895. The following year makers tumbled over themselves in their eagerness to get in line, and by 1897 the number of makes fitted with spindle hubs could be counted on one's fingers. Nothing was heard, seen or talked of but barrel hubs, and those who did not join in singing their praises found themselves in an inconsiderable minority.

Unlike big sprockets, the big hubs had nothing to commend them except their looks. They harmonized with the sprockets and the big tubing, but that was all. No use was made of the extra space contained in the centre of the hub, for it was not until later that sleeved axles and coaster and brake mechanism were stowed away in them. They went with the machine of that day; no better reason could be given for their existence.

On the other hand, there were several things against them. They were heavy and expensive. Made from the solid stock, they required to be turned down from pounds in the bar to ounces in the finished hub, while if made from a drop forging the waste of metal was almost equally great. True, bar stock cost only a fraction over a couple of cents a pound, and forgings not greatly in excess of this; but the machine work, even on special hub machines, was an item of no small importance. Furthermore, a maker was almost certain to use larger axles, cups and cones with a barrel than with a spindle hub.

The passing of big tubing and—to a slightly less degree—of big sprocket wheels would have made the retention of big hubs an anomaly long before this had it not been for the coaster brake. The appearance of this device and its subsequent great popularity made the use of a barrel hub logical. The space between the flanges—unused with the plain hub—was utilized for stowing away the coaster and brake mechanism, and the only anomaly was the use of hubs outwardly undistinguishable for both coaster brakes and fixed gears.

It is altogether likely that this is where the future line of demarcation will come.

The spindle hub will, of necessity, contain only the axle, cups and cones, while the barrel pattern may, and probably will, house a coaster brake device.

The bicycle will undoubtedly gain in appearance by the use of well designed, compact spindle hubs, than which no more graceful and pleasing fitting was ever designed. As to the barrel pattern, its utilitarianism will do much to content us with its outward appearance.

Return of the "Bike."

"The chainless wheels have the call, the motorcycles next and then the chain wheels. One feature of the orders that is a good sign is that the higher priced and better grade wheels are more in demand than the cheaper varieties. The latest chainless sells for \$100, and the orders are so numerous that the factory is very likely to fall behind in supplying the demand. I predict that the coming summer will witness a bicycle revival that will surprise the sceptical and please those who love the 'bike' for the 'bike's' sake as a pastime."

Some strange and even weird things are read in the newspapers concerning cycling nowadays, and sometimes they appear in articles manifestly written with intent to help the sport. The foregoing, for instance, inspires the remark that while bicycling was bicycling it was all right, but that when it became "biking" it went into decline.

Many dealers and repairmen who have been lying dormant during the severe and protracted winter are preparing to emerge from their shells. Some of them took the bull by the horns and shut up shop entirely, while others remained open for business with just enough force to keep things going. Now they are setting their places in order to handle the rush that will come as soon as the weather moderates sufficiently to tempt riders abroad. Experience has taught them the value of taking care of everything that comes their way, and most of them will be ready in good time.

The tendency of motorcycle manufacturers to conspicuously paste the names of their machines in three, four or a dozen places is one that should be curbed early. There are many men who object to making of themselves travelling "billboards" for the wares they may be using, and whose choice of a motorcycle is not unlikely to be affected by the effort to force them to perform such service.

The Americans in Australia.

Lawson, McFarland and Downing continue to win more than their share of races in Australia. In the Westral Race Meeting, which was held at Coolgardie, West Australia, on December 19 and 26, the American trio scored heavily, Lawson securing one first and two seconds, and Downing a first and a second on the first day. On the second day of the meeting McFarland won the Westral Wheel Race, for which the prize was £200 or about \$1,000.

Of the four events on the cart the first day only three were open ones. The half-mile handicap was won by Lawson, Downing being second. The time was 57.1-5 seconds, which is a record for the track. Lawson was pocketed in the final heat of the mile handicap for which \$375 was offered as first prize, but managed to finish second, the race being ridden in 1:59. Downing and Lawson worked together in the three mile scratch race, which Downing won with Lawson second. The time was 6:44.

When the meeting was continued on "Boxing Way," December 26, McFarland won the big race from twenty yards back of scratch, the time for the two miles being 4:23.2-5. McFarland won by a foot from Elsbury, who had 200 yards handicap. Cook, with 190 yards, was third. The Americans and their admirers made a large winning in bets on this race, more than \$15,000 having been wagered with the track bookmakers on McFarland's chances.

McFarland's victory in the Westral Wheel Race has advanced him to second place in the list of winners on the Australian circuit, the first man being F. H. Scheps, who won the big Austral Wheel Race. Scheps has won four firsts, one second and one third, and his prize money totals £506. McFarland has won six firsts and one third, and his prizes amount to £281 10s.

Iver Lawson is third on the list of prize winners, though he has the best record as a winner of races. He has captured nine firsts, two seconds and one third, while his prizes amount to £198. Downing is twenty-second on the list, with one first, three seconds and one third, his prizes being £29.

At Sydney, on January 1, Taylor in a half mile handicap finished fourth in his heat and was not qualified for the final. He qualified for the New South Wales Wheel Race by winning his heat from scratch. On January 2, at a continuation of the same meeting, Taylor started in a two mile handicap, but quit when up with the leaders and 250 yards from the finish. In a one mile handicap the negro finished second in his heat and second in the final. In a five mile scratch event also he was second.

On February 16 "Major" Taylor and McFarland met in a one-mile race at Milbourne. McFarland won the first heat by half a length, and the second trial resulted in a decision of a dead heat from the judges. McFarland protested and the match was left undecided.

KELSEY HOLDS THE REINS

Boston Man Now N. C. A. Chairman—Pace Circuit Abolished at Annual Meeting.

It is now "up to" R. F. Kelsey, of Boston, to attempt the herculean task of purifying and keeping pure the sport of cycle racing. Parenthetically it may be added that there are very, very many persons who doubt his ability to do anything of the sort; and not without reason. It was at its annual meeting held at the Bartholdi Hotel in New York, on February 23, that the Bostonian was chosen chairman of the board of control by the National Cycling Association and elected to an estate from which he is likely to be toppled. The gentlemen who, as members of the board, will share in the labors of the chairman are as follows: R. F. Wendelschaefer, of Providence; N. E. Turgeon, of Buffalo; C. Ross Klosterman, of Baltimore and Harry Hartley, of Jacksonville, Florida. The special representatives are J. N. Sharp, of Salt Lake City, and C. W. Carpenter, of San Francisco.

It had been generally understood that A. G. Batchelder would not again be the chairman, as he pleaded a stress of business and said he would not have sufficient time to attend to the duties of the office. He was accordingly elected to the presidency of the organization, while C. B. Bloemëcke, of the Vailsburg track was made vice-president in place of F. R. Wendelschaefer. P. T. Powers, of Jersey City and R. A. Van Dyke, of New York City, were re-elected to their old offices of second vice-president and secretary. At least one of these gentlemen is a cyclist.

On the board of appeals, W. W. Wilson, of Buffalo, was elected in place of Horace S. Fogel, of Philadelphia. The other members are: Chairman, Abbot Bassett, of Boston; M. L. Bridgeman, of the New York Athletic Club; S. A. Miles, of Chicago, and Albert Mott, of Baltimore.

After the meeting it was gravely announced that there had been no clash in the election of officers, and that everything had passed off smoothly. But later developments seemed to throw at least the shadow of a doubt upon the official declaration that harmony had prevailed. As a matter of fact there was a large sized war cloud upon the horizon, and but for the fact that the "administration" had come fortified with proxies for the evidently-expected trouble, there might have been a very different slate.

After they had been hauled over the coals for failure to meet certain obligations, both J. C. Kennedy, of the Charles River and Manhattan Beach tracks, and L. H. Elmer, of Hartford aired grievances, the former being particularly opposed to Kelsey's elevation to the chairmanship. Without choosing words he plainly accused Kelsey of being

directly responsible for the malodorous condition of racing in and around Boston and declared his belief that if the Boston man were made chairman the tracks might as well close their gates.

He cited many occasions when riders or trainers had run roughshod over Kelsey at race meets, and had verbally abused him without the latter even taking any steps, either at the time or later, to punish the offenders. He expressed the opinion that such methods of dealing with racing men and their trainers and managers were not conducive to the best interests of the sport, nor would the Boston man be able to compel obedience in the future any better than he had in the past.

Kennedy wanted Wendelschaefer made chairman, as he claimed the track owners and promoters were entitled to some voice in deciding the manner in which racing should be conducted. But while the owner of the Providence Coliseum was elected as a member of the board, he was not put at the head of it. Though vanquished by superior numbers, Kennedy provided plenty of excitement.

There was also some trouble over the financial affairs of the Charles River track at Cambridge. Some of the riders had claimed that prize money was still due to them, the majority of the claimants, curiously enough, having raced as amateurs last season. The promoter said that all the trouble over the prize money was due to the strange and wonderful bookkeeping methods of a former manager of the track, and the matter was finally straightened out.

L. H. Elmer, of the Hartford Coliseum was another who did not evince any great degree of wild enthusiasm over the idea of making Kelsey the chairman of the board of control. He told a woeful tale of having been disappointed by the non-appearance of the "Circuit Chasers" at the meet, which he claimed to have advertised extensively last September. There was ample testimony to show he had spent very little money in advertising and that plenty of notice had been sent to him that the men would not go to Hartford, but his claim was allowed.

After some discussion it was decided not to have a paced circuit during 1904, but that the efforts of the National Cycling Association were to be devoted to the furthering of sprint racing. An effort is to be made to get the makers to support the racing game and thereby arouse the interest of the dealers in the cities in which races are to be held. The deaths which have been caused through the use of motor pacing during the past few years also had an influence in determining the delegates to give sprint racing the more prominent place.

It was also decided that an effort would be made to organize a National Circuit on the old lines and use horse tracks in cities where there were no regular cycle racing tracks. The board of control will hold another meeting when the prospect of a circuit covering most of the country will be further

discussed. As several of the manufacturers have said they will have teams this year there is every reason to believe the circuit can be made a good one.

The meeting was attended by delegates representing the Revere Beach, Baltimore, Salt Lake, Vailsburg, Charles River, (Cambridge), Lowell, Providence, Manhattan Beach, Hartford and Atlanta tracks; the Century Road Club and Greenwich Wheelmen of New York; Bay View Wheelmen, of Newark; Sixty-fifth and Seventy-fourth Regiments and the American Racing Cyclists' Union, Champion Frank L. Kramer being the delegate of the latter organization.

International Union in Session.

The eighth congress of the International Union was held on February 13 at the quarters of the Union Vélocipédique de France, Paris. M. de Beukelaer (Belgium) presided, and the following, among other delegates, were present: Mr. Britten, England; Victor Breyer, United States; M. Breton, France; MM. Bast and Knorr, Germany. A redistribution of the votes of the various associations was agreed upon, and France has now ten votes and England eight votes in the International Union congresses. The organization of the world's championships for 1904 is in the hands of the N. C. U., and Mr. Britten said, although he could not yet definitely give the dates of the championships, the first two Saturdays of September were probable.

The races will be run on the Crystal Palace track, London. The first day's events will include amateur sprint, heats and second round; one-lap professional race, heats and final, and long distance professional race. Second day (Thursday), professional sprint, heats and second round; amateur sprint, semi-final; one-lap amateur race, heats and final; five-mile professional handicap. Third day (Saturday), amateur sprint, final; professional sprint; semi-finals and final; half-mile amateur handicap, heats and final; long distance amateur race.

The ninth congress of the International Union will be held at the N. C. U. headquarters in London, on the Friday before the first championship meeting. The programme of entertainments has been arranged as follows: Saturday, the championships; Sunday, a trip to Brighton; Monday, excursion to Coventry, Birmingham and Warwick Castle; Tuesday, Guildhall reception, theatre at night; Wednesday, open; Thursday, the championships, and dinner at the Crystal Palace in the evening; Friday, sail on the Thames; Saturday, last day of the championships.

The glitter of Australian gold has attracted C. L. Hollister, of Springfield, Mass., best known to New England racegoers as "Skip," and he is now en route to that country. Hollister was one of the best of the Boston amateurs last season, and was one of the many who were invited to register as professionals by the N. C. A. Board of Control when racing was over for the year outdoors.

NOT LIKE OTHER SHOWS.

(Continued from page 615.)

brass, and are either nickel plated or burnished. Lump carbide is placed in the chamber in a thin bag, which makes cleaning an easy matter.

The sundry department of the Pope Manufacturing Company makes a brave showing. They claim to be carrying the largest line of sundries of any house in this country, and their exhibit is in the first nine spaces at the right as the spectators enter the hall. They exhibit samples of practically their entire line, which includes a line of French motorcycle horns and clothing of their own importation.

The Pope coaster brake is one of their principal features, and attracts much favorable comment. Lamps, spanners, wrenches and bells have been mounted in frames and on boards in different designs so as to heighten the decorative effect. One large frame of wrenches being so arranged as to spell out the trade mark of the department "Capital Brand."

The Tennant Auto-Tire Company, Springfield, Ohio, shows several styles of motor bicycle tires and also cross sections showing the method of manufacture. The tire is what might be called a pneumatic cushion tire, if such a title is permissible; it has an exceedingly thick tread and pockets of sponge rubber in the sides.

F. A. Baker & Co., of New York, show two Pierce bicycles and an Indian motor bicycle. Their stand is decorated with several large lithographs and pictures of Champion Frank L. Kramer mounted on a Pierce racer.

The St. John Non-Puncturable Automobile and Bicycle Tire Company, New York, show a pair of their semi-solid cycle tires, which have been used for more than two years and are apparently as good as ever.

The Badger Brass Manufacturing Company, Kenosha, Wis., displays a full line of their well known gas and oil lamps; the former includes several searchlights which are kept lit.

The American Motor Company, of Brockton, Mass., exhibits the Marsh motor bicycle with tandem attachment. George P. Jenkins, their New York agent, is in charge.

The Corbin Screw Corporation, of Britain, Conn., shows a Corbin Duplex coaster brake mounted on a frame for ready examination and another applied to a motor bicycle.

The Siegel-Cooper Company, New York, exhibits a Griffon motor bicycle recently brought to this country by Doninique Lamberjack, who is one of the leading French motor bicycle racing men. They also show a Dayton and a Savoie.

Charles F. Splitdorf, of New York, shows a number of spark coils and spark plugs mounted on a large board so their working can be conveniently demonstrated and explained.

The Blauvelt Knitting Company, Newark, N. J., whose slogan is "Everything that's knit" are showing a number of sweaters and jerseys adapted for the use of cyclists and motorcyclists who use their mounts in wintry weather. They also display racing suits in both worsted and silk.

A. H. Funke, New York, exhibits motor horns and a Fabrique Nationale motor bicycle.

Will R. Pitman, New York, shows a Hafelfinger motor bicycle which has carried him safely many miles.

Louis M. Pignolet, New York, exhibits his Volt-meters, Ammeters and Volt-Ammeters, together with a list of well known motorcyclists who are using his devices.

The Century Road Club of America has a showcase containing medals for meritorious road rides and distribute circulars setting both the advantages of being a member.

Home Trainer Races at the Show.

It having been decided to postpone until to-night the start of the home trainer races for the one-mile American championship and the two-mile team race in Madison Square Garden, in connection with the cycle exhibit, some extemporaneous races were put on during the week and provided excellent sport.

On Tuesday night the contest was for the championship of the Tiger Wheelmen, and there were a dozen entries. In the semi-finals W. Schwefske defeated H. Van der Dries in 1 minute 28 seconds, and H. Clausen defeated L. Lokowski in 1 minute 29 seconds. Schwefske won the final and the championship in 1 minute 33 seconds.

W. O'Keefe rode an exhibition half-mile in 27 seconds, and Fred Williams, of the Prospect Wheelmen of Northern New York rode a mile in 1 minute 14 4-5 seconds.

The summaries of Friday night's events follow:

Bower Wheelmen Trials.—First Heat—Won by McHeustis. Time—1:24. Second Heat—Won by same. Time—1:24 1-5.

Stuyvesant Wheelmen Trials.—First Heat—Won by F. Gilsdorf. Time—1:19 1-5. Second Heat—Won by A. Clewitz. Time—1:20 2-5.

One-Mile Match Race.—Won by H. Clausen, Tiger Wheelmen; W. Schwepki, Tiger Wheelmen, second. Time—1:22 4-5.

One-Mile Match Race Between Oscar Goerke and O. Devine. Time—1:21 1-5.

One-Mile Exhibition by W. O'Keefe, Tiger Wheelmen. Time—1:33 2-5.

Two-Mile Exhibition by E. Wentz, National Athletic Club. Time—3:05 2-5.

As a protection against cycle theft Max Strobel has, according to the Arbeiter Radfahrer, patented a lock which is placed underneath the bottom bracket. A slight pressure on the bracket moves a bolt, which grips the sprocket, and the release of the bolt is obtained by a light but very ingenious key. No other method of setting the sprocket free is possible. The construction is very simple, strong, ingenious and cheap.

Englehardt, his Testimonial.

Among the incidents that occasionally enliven the terrible seriousness of the busy men in the offices of the Federal Mfg. Co. is the receipt of a letter from some enthusiast who opens the floodgates of his soul and lets his song of praise pour forth in language that attests sincerity. For example, the following was recently received at the Garford factory, Elyria, O., from Bush Englehardt, of Wallace, Idaho:

"Inclosed please find P. O. M. O. for \$2; please send me 2 D. worth of those leather grips for Bike Handle Bars, Just like those you sent me before, assorted sizes. they are 2 pieces of leather sewed together and a ferule on one end. I stucked the ones you sent me on my trick Wheel & they are there yet. say, I can get plenty of the same pattern from other firms but I don't want them, see? that spring you sent me was a regular screecher it suited me immensely. it is also there yet & when this comes from a trick & Fancy Bike Rider & a Unicyclist, as I am a One Wheeler it ought to have some weight with the Cycling Fraternity.

"P. S.—You may publish, if you wish, what I say about your goods in your next Catalogue or Booklet & it might help me or you folks to sell your goods as I am known through-out the U. S. & South America & Central America. ther is one Auto here now & in the Spring I know six Business men here who are going to get Autos if you wish I will send you their names as your goods suits me & I think it will them.

"League of American Wheelmen, No. 2,840."

Boston Observes "Opening Day."

Although the bicycle row on Columbus avenue, Boston, is not so large as formerly it was, the good custom of observing Washington's Birthday, in which Boston always was foremost, has not departed. On last Monday the stores of the old "row" were all open with the stocks attractively displayed, and each establishment "spruced up" for the occasion, and the cycling public, as it has done for years, went visiting among the stores, insptcting the new models.

At all the stores there was more than usual activity, and quite a little business was reported to have been done.

Tippet Damaged by Fire.

Fire last week attacked the building in which the bicycle store of F. H. Tippet is located at St. John, N. B., and caused a loss estimated at \$5,000. Only a portion of this fell on Tippet's store, however, and is fully covered by insurance. Tippet was agent for the Dunlop Tire Co. and carried a large stock of their goods.

Fire Guts Stillman's Store.

Damage to the extent of about \$4,000 was inflicted by a fire which gutted the store of A. G. Stillman, West Lynn, Mass., last week. The property was partly insured.

HOW TO GET SPRING TRADE

Two New York Dealers who Go After it in a Captivating Way.

So much has been said about the dealers who are not alive to their opportunities, who make little or no effort to attract trade or cater intelligently to the wants of riders, that it is refreshing to turn to the other side of the picture. Here is M. L. Bridgman, the well known Metropolitan dealer, at 10 West Sixtieth street, for example, taking full advantage of the *Bicycling World's* suggestion to seek trade—to seek it now, when work is slack and the riding season is still a few weeks off. Bridgman has had printed a mailing card, in which he sets forth that he will send for and deliver machines, and makes a number of propositions with prices for various jobs. These prices are in bold figures, and are each preceded by a parenthesis in which the customer may place a cross to indicate the work he wishes done. By returning the card so marked, and with his name and address, the customer will have done everything necessary to ensure the work being done. The offer follows:

"For \$5 we will thoroughly overhaul, clean, polish and store your bicycle for three months, including insurance," the card reads.

"For \$1 we will clean, oil and adjust your bicycle.

"For \$1.50 we will clean, oil and adjust your bicycle, true wheels, repair tires (by plugs) and supply new cork handles.

"For \$5 we will clean, oil and adjust your bicycle, true wheels, repair tires (by plugs), align and enamel frame and fork, supply new cork handles and polish nickel if not rusty.

"For \$6.50 we will clean, oil and adjust your bicycle, respoke wheels, repair tires (by plugs), align and enamel frame and fork, supply new cork handles and polish nickel if not rusty.

"For \$12 we will clean, oil and adjust your bicycle, respoke wheels, repair tires (by plugs), refinish rims, align and enamel frame and forks, supply cork handles and renickel nickelled parts.

"We will supply tires \$1 to \$5 each; rims, 25 cents to \$1 each. Coaster brakes fitted at reasonable prices.

"We store bicycles during winter months for \$1 a month; regular storage during summer, \$2 a month; storage and locker, \$3 a month."

The Media Cycle and Repair Works, Medina, N. Y., is another of the progressive concerns referred to. They, too, have a business producer in the shape of a little pamphlet which they are sending to actual and prospective customers.

In this pamphlet, after touching on some attractive specialties they are pushing, they call attention to a coupon proposition they are making—a proposition which comes very close to guaranteeing a season's free tire re-

pairing. The purchaser of a pair of tires receives four of these coupons, each one good for a puncture repair, or three for a valve replacement.

"Spring will soon be here, and with it the bicycle riding season," they say. "Your wheel will need cleaning, possibly enameling and new tires, with other repairs before it is in shape for spring use. You should look to it now and bring in your work so we may have it ready when the season opens.

"Fisk tires are the best. Why? Because the quality of workmanship expended in their manufacture has arrived at the highest possible point of perfection, it having increased each year through the experience of the previous year's work. Let us furnish you the best tire made; also do your repair work. We will take care of it promptly and satisfactorily."

After mentioning the Corbin and Morrow coaster brakes as emphatic successes, the Medina concern closes with the tire proposition referred to.

"Until further notice we will deliver to the purchaser of each pair of Fisk, Black Diamond or Rochester guaranteed tires four coupons, as per copy below," they say. "The rider thus secures not only a pair of fully guaranteed tires equal to the best made, but free repairs for the season. One coupon will be redeemed for each puncture or three coupons for a new valve."

Praise for a Carburetter.

From Ogden, Utah, comes a letter from Samuel C. Higgins, who says:

"Being a regular subscriber to the *Bicycling World*, I take a great interest in all matters pertaining to motorcycles. My attention was attracted to an article in the issue of May 6, written by Mr. Hapgood, in which he makes his wants known in the carburetter line. He says 'It must be a case of you press the button and the machine does the rest.' Let me call the gentleman's attention to a carburetter on the market which actually does just what he seems to be looking for; I have reference to the carburetter patented by Oscar Hewstrom, and used daily by hundreds of motorcycle riders on the Indian motorcycle. I speak from experience when I say that after the air inlet of this carburetter is once adjusted, all I do is to guide the machine and regulate its speed, paying no attention whatsoever to the carburetter. It makes the right kind of gas mixture from any slow speed up to the full power of the machine.

"I have ridden my Indian for hundreds of miles on all kinds of roads, and I can truthfully say that when the Hedstrom carburetter is properly handled it is about as near perfection in that line as motorcyclists will ever desire. It furnishes clean, strong gas for all kinds of work automatically, and this is, I believe, all that any motorcycle rider asks for. Please publish this, as it may be possible that Mr. Hapgood has never made a very close acquaintance with the Indian, and it may do some missionary work among those who may have read Mr. Hapgood's remarks, and therefrom formed an erroneous opinion.

ENTHUSIASM GETS RESULTS

An Illustration of How Genuine Personal Interest and Earnestness Pays.

At the Cycle Show in New York this week an erstwhile cycle salesman told of an experience which proves how earnestness and enthusiasm will sometimes bring immediate and wholly unexpected results.

It happened in the old "boom" days, and the traveller was on a train journeying from one of the interior cities of New York State to another. He had gone into the smoking compartment of the parlor car for his after dinner cigar, and became engaged in conversation with a drygoods salesman, who finally asked him what line he was in. The cycle missionary replied that he was from Chicago and sold bicycles.

The drygoods man remarked that he was on the road most of the time, and had not been able so far to find enough time to become interested in wheeling. He further said he could not see any benefit in it for himself, and asked the cycle man what make of wheel he was selling and the price it brought at retail.

The Chicagoan had still some distance to travel, and began to talk "bicycle" the best he knew how, laying particular stress on the many advantages to be gained from riding a bicycle and extolling the merits of the particular make he was engaged in selling. He talked to the drygoods man for perhaps an hour, when the latter arrived at his destination and left the train.

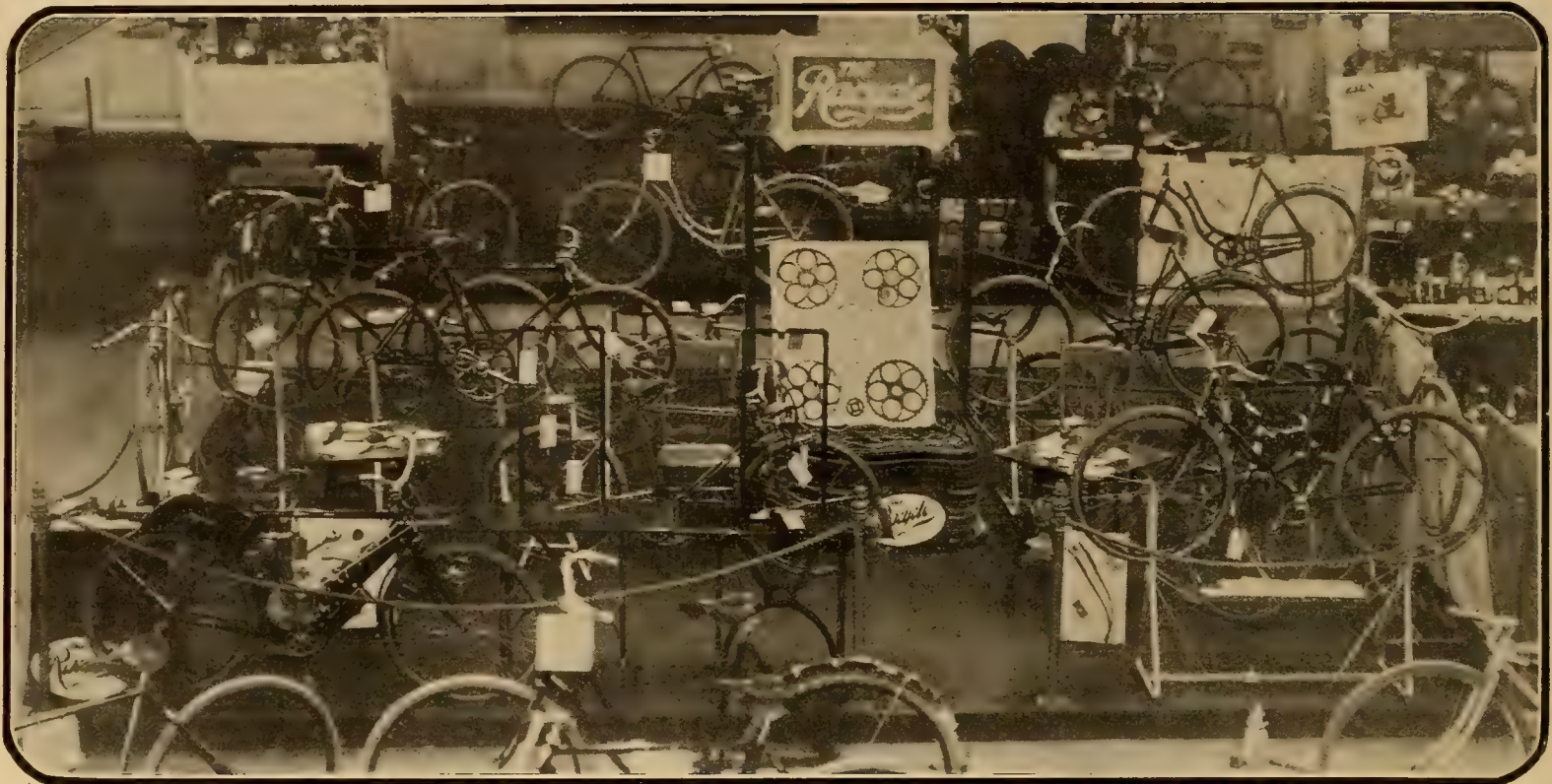
The drygoods man had hardly left the car when a gentleman who had been sitting near the pair during their conversation turned to the cycle man and gave him his card. He proved to be a hardware dealer who was going to New York on a buying trip, part of his mission being to secure the agency for some bicycle. His store was located at a rather small place, and up to that year he had refused to put in a stock of bicycles in his store.

"Young man," he said to the cycle salesman, "I never heard of your firm nor of the bicycles that they manufacture; but I am convinced that they are all right. Whenever a salesman will talk his goods at a time or place where he is reasonably sure that he has no possible prospect of making a sale I am always prepossessed in favor of the salesman and the particular line that he represents. If you have your order book handy you can put me down for samples of your various models, to be shipped at once, and I am sure that I shall be able to sell quite a few machines during the coming season.

The cycle man did as he was told, and the hardware man was a good customer as long as the firm remained in the business. The Chicagoan was particularly pleased at receiving the order in such an entirely unexpected manner, as he had started on his trip with the avowed intention of securing an order for every business day of his trip, and had failed for that particular date through the absence of a regular customer in the city he had visited before getting on the train.

THE RACYCLE SHOW

Madison Square Garden, New York, Feb. 19-March 5.



AS PROMISED

there was something worth seeing and worth examining at the Racycle exhibit and we did not feed inquirers with words only. Our demonstrating apparatus enabled us to prove our claim that

Bicycles are not in the same class with Racycles.

It's a pleasure to ride a Racycle.
It's profitable to sell them.

ARE YOUR EYES WIDE OPEN?

MIAMI CYCLE & MANUFACTURING CO., - Middletown, Ohio.

CHICAGO STARTS RIGHT

Its Motorcycle Club to Feature Personal Appearance—Has Many Plans.

As anticipated, the new Chicago Motorcycle Club placed the right man in the right place when Burley B. Ayers was made its president. He has already "got busy" and is directing the organization along lines that will make it not only a credit to motorcycling but a direct benefit. The club will be select in membership; every Tom, Dick and Harry will not be admitted, and appreciating the influence of personal appearance, the Chicagoians mean to make smart clothes a feature. They will relegate leather coats and leather overalls to the "hired man" and brewery driver, to whom they rightfully belong. A semi-personal letter from Mr. Ayers details some of the club's doings and intentions; he says:

"We have an elegant organization and it will be run on healthy lines. Got about fifty members at outset and a lot more in sight. We had splendid meeting the other evening. Appointed committees on uniform, badge, and laid out preliminary programme for opening race meet and tours this summer. Discussed plans for putting on a swell appearance as a club, passing through town Saturday afternoons and going to good places for high old times, and all wearing good clothes to do away with the slouchy appearance heretofore manifest. Opened question of machines and parts, and heavy discussion thereto relating. Started our headquarters in a motorcycle shop, where we could be among the machines. Got proposition to consolidate with the Lincoln Cycling Club, and have its splendid quarters on Dearborn avenue. They approached us, and their leading member and officer we made vice-president.

"We decided we were not automobilists, although I own a car, as also do one or two others of us; but we agreed that we must separate ourselves entirely from the automobile crowd and make ourselves conspicuously known as not having anything to do with them. Laws governing them, we don't want to govern us. Their strength is not our strength, and we don't want to be known as affiliating with them. I would not mix with Potter's Motor League here, and while I joined it for his sake, still we will not join it as motorcyclists because I don't think we belong in that class at all. Automobilists appear to consider motorcyclists as a sort of "mesquito fleet," and they would be of no particular use to us because we have little, if anything, in common, our practice being so different; we can therefore have nothing to gain from their organizations. We don't propose having the prejudice now attaching to the automobile here apply to us at the outset and get ourselves landed under a cloud that will land them.

"After a while we will show you something, for we are going to have club runs for fun and absolutely no politics at all except to keep ourselves popular with law making authorities so when laws come up we can say, 'Leave us out of this deal.' We are going to live on fun and good nature and our elegant appearance, and through this means attain respect and admiration and influence. In fact, all the experience of the cycle end will be brought to bear.

"What shall we wear for clothes that will be elegant and right? It is a great puzzle. I don't want to see these fine fellows clad in leather more than leggings; and those might be patent leather. We are figuring on caps and jacket and committee is now at it and it has its hands full. I favor gray corduroy cap and jacket and patent leather leggings to the knee. Patent leather so they will throw off the dust; and the leggings to come down well over the shoe to take care of that part of the dust."

A Priest and his Motor Bicycle.

One of the most remarkable charges yet heard against the motor bicycle is that of farmers out in Indiana, who complain of the motorcycle riding of a young priest, the Rev. Father Adam Baron, of Linton, Ind. The agrarians say that the passage of Father Baron's motorcycle on the roads frighten the cattle in the fields so that they become so excessively nervous that they lose flesh.

The Rev. Father Baron is an enthusiast both in the work of his calling and in respect to the motorcycle. He has built a new church at Linton, and is now building a schoolhouse adjoining. He has charge of two parishes, the other one being at Sullivan, fifteen miles from Linton, and by virtue of using a motorcycle he is able to preach at both places every Sunday. Father Baron has become popular with his parishoners because of his enterprise, but his dash when on the road has made him unpopular with the farmers. They are threatening suit for damages on the ground that the loss of flesh by their cattle caused by nervousness, due to fright at Father Baron's motorcycle, has resulted in a depreciation of the market value of the cattle.

None of the farmers yet has planned a damage suit based on the "great mental suffering and anxiety" of his cattle or the alienation of their affections.

Dr. Gulick's High Praise.

Writing in the Medical Record, Dr. Luther Gulick says that "in bicycling alone do we find the physiologic and psychic conditions adequately met. One of the immediate results of cycling is a large increase in respiration. The effects of these increased respiratory movements upon the viscera constitute one of the important beneficial results of the exercise. The bicycle offers, besides, ample diversion and fresh air. It provides for exercise of the large muscular masses by a great number of small efforts."

FOLLOWS UP ADVANTAGE

F. A. M. "Gets Busy" in Several States—Arguments Brought to Bear.

The Hill-Cocks automobile bill, which, due to the efforts of the Federation of American Motorcyclists, exempts motorcycles from its provisions, was favorably reported by the Senate Committee on Wednesday last, and has been advanced to third reading in the Assembly.

Having thus made a good start in its initial attempt to secure legislation divorcing motorcycles from automobiles, the Federation is following up its advantage and without fuss or fireworks is at work in Rhode Island and Maryland seeking to head off unfavorable bills that are pending, and in Pennsylvania to obtain amendment of the existing law, which is particularly onerous, imposing fees of \$5 per year. Similar action in New Jersey is in view.

The argument which is being brought to bear is outlined in the following communication applying to Pennsylvania, in which State the Federation is working through B. F. Starr, of Corry, the member of the National Committee on Legal Action and a rare good fighter:

"Due to popular misconception or fallacy, the motorcycle has been unfortunately bracketed in most of the laws which have been passed for the regulation of automobiles, in some cases being specifically mentioned, and in others due to the misunderstanding of the term Motor Vehicle. The latter is the case with the law in force in this State. As it is one of the purposes of this organization to endeavor to spread enlightenment on the subject, and to have motorcycles placed in the category to which, in our judgment, they properly belong, I, in behalf of the Federation, and of our Pennsylvania members in particular, would respectfully request your assistance in that direction. Although required to observe its provisions, I believe the language of our law proves that it was never designed to affect motorcycles inasmuch as their very construction renders it impossible for us to post certificates in our vehicles, or to carry three lamps, etc.

"I think you will agree that it is self-evident that a vehicle such as a motor bicycle, which runs on two wheels, traveling in the same plane, and depending upon its rider's equilibrium for its upright position while in motion, and which also weighs less than one-fifth of the lightest automobile, and the cost of which is in the same proportion, is scarcely of the same type or class or order as the big, heavy, broad, expensive automobile employing four wheels. It is our belief and contention that we are properly subject to the laws relating to bicycles, and, outside of legislative halls, this contention is recognized and admitted and well founded. The League of American Wheelmen has passed

resolutions to this effect, as also have the Associated Cycling Clubs of New York while motorcycle racing is regulated and controlled by the National Cycling Association, all of which is respectfully submitted as having a vital bearing on the matter.

"As I understand it, all laws relating to motor vehicles are designed for the protection of the public, in which connection, I submit that the motor bicycle is the safest vehicle that uses the road, for the very good and sufficient reason that the rider's personal safety is always paramount, and that, in the event of accident, he is chief sufferer. Bearing directly on this subject, it may interest you to learn that the only known instance of a "scorching" motorcyclist colliding with a pedestrian (the accident occurred on Long Island some three months since), resulted in the rider paying the penalty with his life, while the pedestrian, though knocked down, was practically uninjured.

"I may add that the chief causes of accident to motorcyclists are the dogs and chickens, which are permitted at large on the highways. Motorcyclists have suffered more injury, and their machines sustained more damage from these two causes, than, in my judgment they will ever inflict on the public. To an automobilist poultry and dogs are mere incidentals which can be run over without the automobilist even knowing it; the motorcyclists, however, are always brought to earth and could not run away in the event of accident, if they so willed.

"I grant you that laws requiring a reasonable speed and the use of brakes, lamps and alarms are wise and just, and I can pledge our organization to their support. All of these requirements are, I believe, embodied in the laws relating to bicycles, of which I hold the motor bicycle is the most recent development. It is made by bicycle manufacturers in bicycle factories, is sold by bicycle dealers, and no man who is not a bicyclist can ride one. Any one can clamber into an automobile and pull the lever that causes it to move, but I do not think that its warmest enemy will hold that the motorcycle is not, in every sense, a bicycle.

"I am hopeful that you will share our views and aid us in our endeavor to obtain relief from legislation designed to reach four wheeled automobiles, and which, because of the character of our vehicle, falls on us with undue, and, I believe, unjust oppression. If you share our views and incline yourself to favor our request, may we suggest that action on your part take the form of an amendment to the act, of about the following tenor, which is the same as has been embodied in the bill of the New York Legislature:

"This act shall not apply to vehicles known as the motorcycles, but shall apply only to those mechanically propelled vehicles having more than two (2) wheels running in two tracks or parallel planes."

"Motorcycles: How to Manage Them." Price \$1. The Goodman Company, 154 Nassau street, New York. ***

Trick Rider's Sensational Accident,

A sensational accident happened at Tunis recently to an old Italian racing cyclist named Mostacci. He has lately been performing that variety of looping the loop which is known as "The Circle of Death," in a circus. On the night in question Mostacci's bicycle skidded on a wet plank of the track and he fell in a cage containing a lion and a lioness which were underneath the looping apparatus. The lion treated the intruder with contempt, but his mate attacked him and inflicted some serious scratches on his arm before the proprietor of the circus drove the animal off. The cyclist also sustained a broken collarbone and a sprained ankle as the result of his fall.

Sued for \$3000 ; Got \$100.

John S. Craig, a bicyclist of Hartford, has scored in the courts of Connecticut in a suit for damages against an automobilist, E. P. Hickmott, with whom he had a collision on September 11, 1903. The two met as the automobile turned a corner and Craig was thrown heavily. He sued for \$3,000, and on Wednesday obtained a verdict for \$100.

Will Eat Beefsteak in Dungeon.

The annual reunion of the Associated Cycle Clubs of New York will be at a beefsteak dinner to be held on March 26, at the Dungeon, in the depths of the earth, situated at Fred C. Dornheim's, No. 70 Columbus avenue, between Sixty-second and Sixty-third streets. The charge is \$2.50, which includes all that is wanted to eat and drink.

"Hitch your business ^{to} the Gendron Star."



It stands for reliability—for all around satisfaction. It has stood for it these many years, and to-day, as always, the rider or the dealer who desires a common sense bicycle at a common sense price can assure himself of it by "following the star."

Are you of the number?

GENDRON WHEEL CO., - Toledo, Ohio.

CYCLING RECORDS IN DANGER

A New York Fire That Scared N. C. A. Officials Into Taking Precautions.

When, on Thursday of this week, a fire occurred in the American Tract Society Building at 150 Nassau street, New York, there was for a time a doleful outlook for the smooth running of cycle racing during the approaching season. The net result, however, was that a few well known leaders in the sport had a brief scare that will result in precautions for greater safety for the records of the sport.

In the building are the offices of A. G. Batchelder, the newly elected president of the N. C. A., John C. Wetmore, the official handicapper of New York and New Jersey, and Alfred Reeves, the manager of the Pope Manufacturing Company racing team. In each of their offices are many valuable records concerning cycle racing that could not be replaced. This is particularly true of the offices of Batchelder and Wetmore, for all the papers concerning Board of Control affairs has not yet been turned over to the newly elected chairman, R. F. Kelsey, while all the handicapping records and the records of novices are in the office of Handicapper Wetmore.

The idea of the dilemma that would be caused by the destruction of the novice records was one that startled the N. C. A. officials when they discussed the fire in the afternoon. These records show what novices have started and who have won prizes for years back, and they are the only means by which it can be told when a rider enters a novice race whether or not he is entitled to ride as such and are therefore the only means of detecting "ringers." If these records were destroyed the whole primary structure of racing records would have to be rebuilt and officials would be at sea in regard to the men qualified for novice and other class races.

Another very serious aspect of such a destruction by fire would be the loss to the official handicapper of a ten cent fee per man for searching the records of entrants in novice and class races.

Fortunately the fire in the skyscraper was confined to the cellar and no records were damaged, but the scare will result in the making of duplicate sets and storing them in some safe place.

Walthour Makes a Speech.

Before he took his departure for France "Bobby" Walthour figured in a new role when he was called upon to make a speech in acknowledgment of the presentation to him by his Atlanta admirers of a loving cup. The presentation took place at the Bijou Theatre, and the cup was the gift of the Atlanta citizens.

Walthour's friends packed the theatre,

and when the crack rider hove into view he was greeted with a whirlwind of applause. Lowry Arnold's presentation speech was in a happy vein, its keynote being the popularity of Walthour in Atlanta and his fame the world over. Mr. Walthour's response contained a number of words, and if he lost his pace he regained it later on and got away with the prize.

Walthour will take the cup on his foreign tour, and in addition he will bear as a banner of victory a small flag woven by his neighbors.

A Novel Damage Suit.

Quite a novel point that should give concern and warning to race promoters is created by a suit instituted in the Georgia courts by Mrs. Grace Mallory of Atlanta. She asks for \$15,000 as compensation for the loss of her husband, who was killed while competing in a race on the Coliseum track in Atlanta, August 26, 1902. The Interstate Fair Association, John S. Prince, Robert Walthour and Gus Castle are made defendants.

The petition sets forth that Mallory was killed while riding in a race in the Coliseum, and that the accident was caused by a boy or man running across the track in front of the rider. It is claimed that it was the duty of the defendants to provide a clear and unobstructed track and to prevent all crossing thereon by any person while the race was going on.

Mallory, alleges the petitioner, was earning \$50 a month at the time of his death and would have made more. He was nineteen years of age and had reason to believe he would live forty-three years longer, had not he happened to the accident. Since his death, on February 6, 1903, a posthumous child was born to the petitioner.

Mallory was about eighteen years of age. His marriage was a runaway match, the parents of the young lady objecting because of the youthfulness of the couple. Mrs. Mallory was then seventeen years old.

Mrs. Mallory states in her petition that her husband was a bright and promising young man, of fine character, and that by his death she was left alone with her infant.

The death of Mallory caused quite a sensation at the time. He was thrown from his wheel and so seriously injured that he died the next day.

Jack Prince to go Abroad.

Jack Prince is the latest to announce that he will join the ranks of the American invaders of European cycle racing. "Senator" W. J. Morgan, who has just returned from Florida, tells of the veteran promoter's plans. In the spring Prince intends to sell out his interests in the South and go to France.

He will take with him two of the best American pace followers and two large motors to furnish pace for the riders. After the outdoor season is over for the French and other Continental tracks, Prince will take his men to South Africa. He has had some correspondence with promoters at Cape Town, Johannesburg and Pretoria, and has assurances that his men will be kept busy.

When the season in South Africa is finished the party may go to Australia, as the European pace followers who went there winter before last had a very profitable journey.

CYCLISTS A POLITICAL POWER

New York Legislators Appreciate the Extent of Wheeling and Influence of Riders.

According to the veteran Alex Schwalbach, of Brooklyn, New Yorkers are sadly affected by their environment and drink in cycling pessimism from the social atmosphere, which has been poisoned by the fashionable faddists who took up cycling as a craze and ran through it, as they do with everything, even money.

Schwalbach has recently been at Albany hobnobbing with the legislators in the interest of the Federation of American Motorcyclists, and he says he found that the lawmakers are much more alive to the democratic spread of cycling and the importance of wheelmen's interests than are the leaders in the sport and trade in the big cities, who have been sipping the poison of pessimism.

"One has to go out of the heart of the city and actually into the rural districts to appreciate the extent of cycling; every one knows that," says Schwalbach, "but somehow these occasional trips that city people make do not make upon them a permanent impression of the great general use the bicycle has come to have. As one goes up the State from New York he finds the respect for the bicycle and the users of it increases. In the towns and smaller cities the trusty wheel and its noble sport has not received the black eye it got in the metropolis through its brief popularity with society folks and its apparent fall into vulgar usage subsequently.

"Up the State there is a profound realization of the importance of the bicycle. People outside of New York see it as a factor in the daily life of all classes. The shops and factories all have wheel rooms, and workmen by the hundreds ride to and from business on cycles. At Albany the cyclist is a power. The lawmakers know how instinctively the riders of wheels cling together when their interests are at stake, and they are familiar with the broadspread use of the cycle in a way city folks are not.

"I came to an appreciation of these facts on my visit to Albany. Optimist and enthusiast as I am, I was surprised at the esteem in which cyclists are held and the deference there is to their wishes. I do not say this to inspire the cycling organizations to ask for any more favor than they now receive. I am simply expressing my own views and telling of the situation as I found it. The one good it may do is to let cyclists know what good friends they have in the legislature."

Gliesman now Chief Tiger.

The Tiger Wheelmen, of New York City, have elected the following officers for 1904: President, H. A. Gliesman; Vice-President, C. Tulp; Treasurer, C. P. Soulie; Financial Secretary, J. Morrison; Captain, C. Harding; and First Lieutenant, P. J. O'Grady.

Continental's Pedal Rubber.

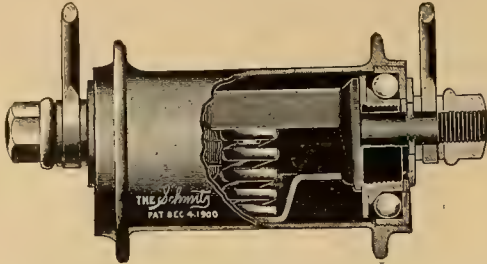
A welcome novelty in pedal rubbers has been brought out by the Continental Rubber Works, Erie, Pa. They are of the almost universal detachable type, and are so constructed that no screws or nuts of any kind are required to fasten them to the pedal—a noteworthy improvement that needs only to be mentioned to be appreciated.

The Continental Universal Pedal Rubber, as it is termed, is made on a perforated steel frame which admits of the rubber being so thoroughly incorporated with it that the two are practically inseparable. It is made to fit any standard rat trap pedal, eight pieces constituting a set. Each piece may be applied separately and independently of the other by simply placing the pedal rubber in position with the metal tongue extending through the hole in the side of the pedal frame. The tongue is then bent over, which clinches it in place and prevents its becoming detached, which so often occurs with other makes.

“Motorcycles: How to Manage Them.” Price \$2. The Goodman Company, 154 Nassau street, New York. ***

Spring Hub for Motor Bicycles.

Taking advantage of the fact that spring devices have been taken into public favor again, Frank Schmitz & Sons, No. 560 Orleans street, Chicago, Ill., are preparing to conduct an aggressive campaign on their patent spring hub. The hub is already favor-



ably known in the trade. Its method of construction is such that all road shocks are intercepted before reaching the frame. The axle does not raise or lower, the wheel sliding up and down in the hub and thus absorbing the jar. This feature is particularly useful when the hub is applied to a motor bicycle, as there is no twisting of the frame to which the motor is fastened. The cost of fitting the hub is only slightly in excess of the regulation one, and this is, it is claimed,

quite balanced by the saving effected in repairs.

The hub is made of selected steel, with 32-36 spokes and nine and ten tooth sprockets, for either one-eighth-inch or three-sixteenth-inch chain.

While not put forth as conducive to speed, the hub is not an impediment to it. This is made plain by the numerous speed contests which have been won during the last three years on machines fitted with the hubs.

Schmitz & Sons also furnish rear hubs with a coaster brake attachment, fitted with a ten-tooth sprocket.

Geer's Motorcycle Livery.

Harry R. Geer, the well known St. Louis dealer, intends to make a motorcycle rental department a feature of his business during the World's Fair there. He already has in stock thirty machines, Reading Thoroughbreds, Mitchells, Orients and Merkels, some fitted with trailers and some with tandem attachments, and is in the market for fifty more machines, for which he is offering spot cash; he seeks only secondhand motor bicycles of standard brands.



Are You Alert Also?

You Should See Our

1904 CAT ALOGUE 1904

...CONTAINING...

*The Latest Novelties, Goods and Accessories for
Bicycle Builders and Dealers.*

EXCELSIOR SUPPLY CO., - Chicago

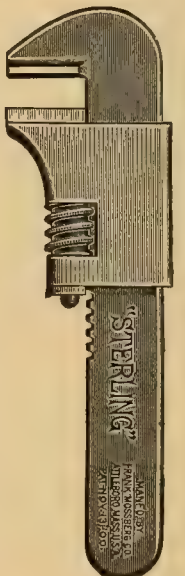
THERE'S SOMETHING WRONG with the STORE

that does not stock

MOSSBERG Bells and Wrenches.

IS YOUR STORE ALL RIGHT? IF NOT, OUR
CATALOGUE AND QUOTATIONS WILL HELP YOU.

FRANK MOSSBERG COMPANY, Attleboro, Mass.



GOSPEL OF CYCLING

**Well Handled in These Three Catalogues—
Old Facts in New Dress.**

An interesting versatility at preaching the gospel of health and pleasure is revealed in the several catalogues of the Western brands of the Pope company's product, the Rambler, Monarch, Imperial and Crescent bicycles. In the 1904 catalogue of each of these well known makes is found the cheery note of optimism and the straightforward talk of a busy concern doing a thriving trade in goods that it puts forth proudly, because they are of benefit to the buyers and are reliable. Some excerpts from these books make good reading, for instance:

From the Rambler catalogue:

"A bicycle, like a man, to attain enduring success and an enviable reputation, must have correct principles and be susceptible to the refining influences of the master hand. The man must have those most important of elements, a sound body and a sane mind, a sturdy character, supplemented by educational forces that polish the rough edges of the best inherent qualities and eliminate the objectionable by a process of development in the direction of moral perfection, educational excellence, a well poised mind and graceful attainments, this makes—a man among men.

"In like manner a bicycle must, first of all, possess elements of strength, secured by careful selection of the best material obtainable, and a sturdy foundation upon which the refining touch of the skilled mechanic may create the artistic finished product. With such a beginning, the ingenuity of the inventor in devising new and practical improvements is applied with marvellous results. The crude material is rapidly transformed into a thing of beauty, stanch, graceful, refined, without a blemish—such is the Rambler—a bicycle among bicycles."

From the Monarch—

"Some one has said that every second or third generation must get back to the soil and earn a living from mother earth, or the family begins to degenerate, either in bodily vigor or mental strength, or both. Be that as it may, there is no voice dissenting from the opinion that to be evenly balanced individuals, with healthy minds in strong bodies, we must mingle pleasurable exercise with the daily tasks of life. If we train reasonably in the gymnasium a benefit is reaped; if we study and practise physical culture in any of the rational modern schools we add to our capacities, and, therefore, to our value as citizens. The exercise or training which is laborious for that very reason lacks in efficiency, but the bodily activity which is complete, and pleasurable as well, insures the maximum benefit.

"There are those to whom bicycling is a necessity, whose lives for years have been brightened and uplifted by the use of the

wheel; there are others who look to wheeling for the thorough refreshment which comes to them in no other way; others still, who, though young and vigorous, desire and need a training in which the pleasurable element is predominant. To the individual of all these classes the announcement of the latest improvements in bicycle construction, such as the bevel gear driving mechanism, the two speed gear, the coaster brake, the cushion frame, etc., comes with unusual interest.

"With the mechanism thoroughly up to date, we believe the wheel will continue to be the great leader in enjoyable health giving outdoor exercise, and that all classes will be greatly benefited by its use."

From the Imperial—

"Cycling, up to date, differs as much from cycling of a few years ago as riding in an



NEW YORK BRANCH: 214-216 WEST 47TH STREET.

easy spring carriage differs from riding on a rigid ox cart, as rowing with the tide differs from rowing against the tide, and as varied gymnastic exercise differs from the monotonous treadmill.

"With the 'oldtime' wheel of only a few years past, every foot of the mile was 'treaded.' With the 1904 model machines a single step will sometimes send one a rod ahead, while on a slight incline one may rest comfortably without moving hand or foot and glide along as a butterfly balancing itself drifts with the breeze—the very poetry of motion without effort.

"What were hard hills for the oldtime cyclist are now undulating ways which the up to date cyclist voluntarily chooses, since the chainless gearing, with its easy adjustment from high to low gear, does away with the hard 'work' in mounting the grades; coasting is now safe, with feet firmly on the pedals, and perfect control of the speed; and the cushioning of frame, front and back, removes all possibility of jar, so unpleasant to the coaster of a few years ago.

"Glowing cheeks, sparkling eyes, alert minds and contagious health are the monopoly of the girls and boys, young or old, who take daily spins awheel.

"And cycling is an education in itself. It awakens the latent powers of observation, and the mind is expanded as the horizon is broadened by the swift moving steed of steel; it arouses the sympathies in the good comradeship it engenders, and it quickens the pulse to the mere joy of existence, and it spurs on the search for higher and better ways of living.

"Of all recreative exercises bicycling stands at the head for health and enduring charm.

"The modern bicycle is making health chronic."

From the Crescent—

"There has never been a period in the history of civilization when people so universally recognized as they do to-day that the 'first wealth is health,' and never since the Athenian youths aspired to the strength and health of Apollo has there been such an outspoken acknowledgment of the need of proper exercise as an aid to right living.

"Of all the open air pastimes to which we have eagerly turned in this 'quest for health,' bicycling alone seems to have solved the problem of the perfect combination of physical benefit with all the joy of healthful exhilarating recreation. Long have we considered the wheel one of the greatest hygienic inventions of the age. On the bicycle we have laughed at distances; to it we are grateful for health and strength; for familiarity with delightful scenes and bits of country; never, indeed, have we had such an effective exponent of the gospel of outdoors.

"The first safety wheel, with its pneumatic tire, was scarcely a greater contrast to the crude inventions of the earliest days than is the modern two speed, coaster brake, chainless of to-day compared with the bicycle as we knew it only two or three years ago. The last two years have witnessed greater strides in mechanical advancement, tending toward the luxurious comfort of the cyclist, than any other era in the annals of cycling."

"While the up to date chainless, with its ease of propulsion, nicety of adjustment, cleanliness, strength and durability, is a revelation to wheelmen, it is an even greater zeal inspiring wheel for women. They are quick to appreciate the refinement of detail, its marvellous points of strength and beauty; the absence of anything which could possibly entangle the skirt, and its great cleanliness."

Prince to Invade Nashville.

R. C. Anderson, of Atlanta, and Jack Prince have leased the horse show building at Nashville, Tenn., and have planned the construction of a coliseum, which it is hoped to have finished in time to have races this spring. According to Anderson, he and Prince hope to establish a racing circuit with tracks at Nashville, Memphis, Atlanta, Savannah, Jacksonville and New Orleans.

\$25 REWARD



For information about any dealer or repairman using or handling any Compound, Powder, Fluid, Liquid or semi-liquid for the purpose of sealing punctures or leaks in pneumatic tires, in violation of our

NEVERLEAK PATENTS.

**NEVERLEAK
AND GLINES' LIQUID RUBBER**

are the ONLY Fluids that can be Legally Used in Pneumatic Tires.

Write for Conditions under which the Above Reward will be paid.

NEVERLEAK TIRE FLUID

when injected into a bicycle or automobile tire will never evaporate, but is always in liquid form ready to plug up a hole as quickly as it is made. It renders a tire absolutely puncture proof and is particularly guaranteed to preserve the rubber.

PUT UP AS FOLLOWS:

4 oz. tubes, 4 oz. cans, 8 oz. cans, quarts, one-half gallons and gallons.

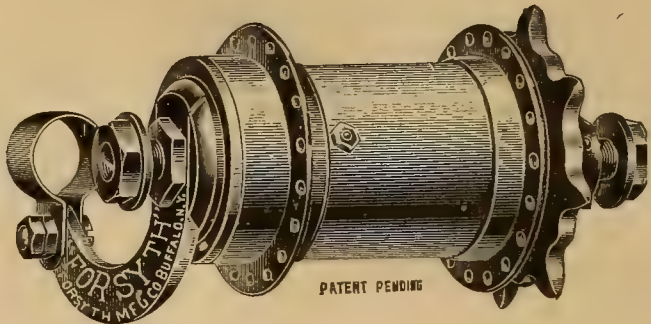
All Jobbers Handle Neverleak.

For Automobile Tires we recommend

Automobile Neverleak.

Buffalo Specialty Manufacturing Co., BUFFALO, N.Y.

When you tell a Rider



that the Coaster Brake you offer him is as adjustable as the bearings of his bicycle you tell him something that appeals to his common sense and that will help make a sale for you. You can say it of but one Coaster Brake—the Forsyth.

Try it! The result may surprise you and decide your Coaster Brake business for the year.

**FORSYTH MFG. CO.,
BUFFALO, N. Y.**

New Factory. New Ideas. Experienced Employees.

UNGUARANTEED TIRES:

**Raritan,
Pilot,
Monitor,
Daisy,
Thick Tread.**

*Special Tires
on
Application.*

GUARANTEED TIRES:

**INDIA STANDARD,
SINGLE TUBE.**

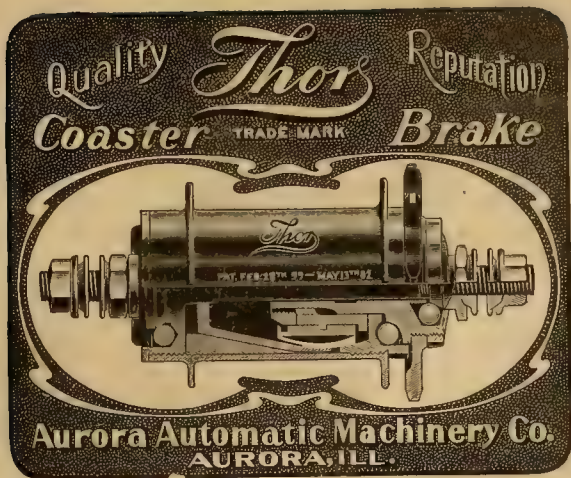
HAS NO EQUAL.

We also manufacture a full line of Mechanical Rubber Goods.

INDIA RUBBER COMPANY, New Brunswick, N. J.

NEW YORK OFFICES, 253 Broadway.
NEW ENGLAND BRANCH, 97 Haverhill Street, Boston.
WESTERN BRANCH, 540 Wabash Avenue, Chicago.

Your inquiry will receive our earnest attention.



Thor Coaster Brake

will be a part of the equipment on many of the finest wheels manufactured and sold in 1904.

Do not allow yourself to be deceived. Insist on having

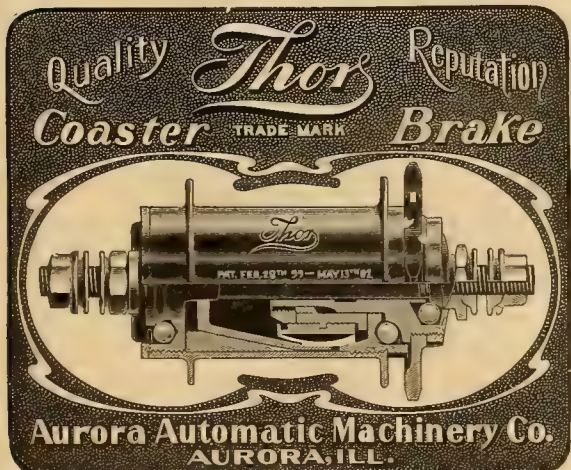
THE VERY BEST

It does not cost any more and insures satisfaction.

THOR COASTER BRAKES

are manufactured in

THE FINEST EQUIPPED
PLANT IN THE WORLD



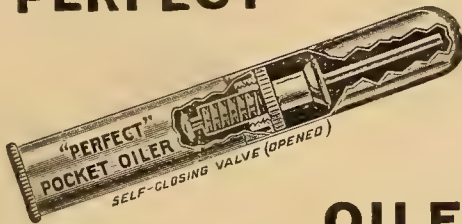
Bald Changes his Mind.

Eddie "Cannon" Bald is the latest deserter from the ranks of American cycle racing men. The Buffalo man had almost concluded to go to Jacksonville to race on Jack Prince's track with the party chap-eroned by "Jim" Richards, but changed his mind almost at the last minute, saying that he might follow later. He remarked that in view of the probable absence of Lawson, McFarland and Major Taylor from this country next summer he was tempted to again enter the lists against Kramer.

He was of the opinion that he would be able to round into good enough condition to give an excellent account of himself on the 1904 circuit. On account of the expected absence of Lawson and McFarland, Bald thought there would be less team work this year than for several years past, especially as Fenn has announced his intention of "going it alone" the coming season. With the two great pairs of 1903 separated, or absent, Bald figured there would be a great chance for a free lance, such as he proposed to be.

Since then, however, Bald has listened to the voice of the tempter and has closed a contract with a Hartford automobile manufacturer, and will drive a high-speed racing car.

"PERFECT"



OILER.

For High Grade Bicycles. The best and neatest Oiler in the market. DOES NOT LEAK. The "PERFECT" is the only Oiler that regulates the supply of oil to a drop. It is absolutely unequalled. Price, 25 cents each. We make cheaper oilers, also.

CUSHMAN & DENISON MFG. CO. 240-242 W. 23d St., NEW YORK.

RIDE A Cushion Frame

MODEL.

The Highest Grade

OF BICYCLE CONSTRUCTION AND THE MOST

Luxurious Bicycle Made

ALL DEALERS.

Dr. Gibson's Story

of his

5800 Miles

on an



INDIAN

will interest anyone interested or likely to be interested in motorcycles. We will be glad to mail it free to any address. It's the sort of story that will make riders —Indian riders.

It often has been remarked that its riders are the Indian's best salesmen.

There's a lot of truth in the remark.

Ask INDIAN riders!

HENDEE MFG. CO.

SPRINGFIELD, MASS.

B.G.I. PEDALS



NOW READY

These famous Pedals have surely worked their way to the front. What has overcome all competition? B. G. I. QUALITY—which is better than ever in 1904.

HIDE GRADE BICYCLES REQUIRE HIGH GRADE EQUIPMENT

Every Maker, Jobber, Dealer and Rider knows that B. G. I. PEDALS are Standard. Use them and avoid explanations.

THE BRIDGEPORT GUN IMPLEMENT CO.
313-317 BROADWAY, NEW YORK CITY.

20,000 BICYCLE TIRES

at the old Prices.

Coaster Brakes All Makes.
4,000 Assorted Saddles.

WELL KNOWN MAKES AT HALF PRICES.

Lamps, Bells, Handlebars, Etc., at Eyeopening Prices.

We don't advertise Trade Prices, but will gladly send them with our 120 page Catalogue to all dealers.

E. J. WILLIS CO.,
8 Park Place, New York.

ONE FOR ALL —AND— ALL IN ONE.

You do not need to use other things to clean away the **GUM AND DIRT** from joints and bearings if you use

3 in One

It Does It All.

IT REPELS DIRT. IT DOES NOT DRY UP GUMMY.

It is the **IDEAL LUBRICANT** and is also a rust preventive and a most wonderful cleaner and polisher.

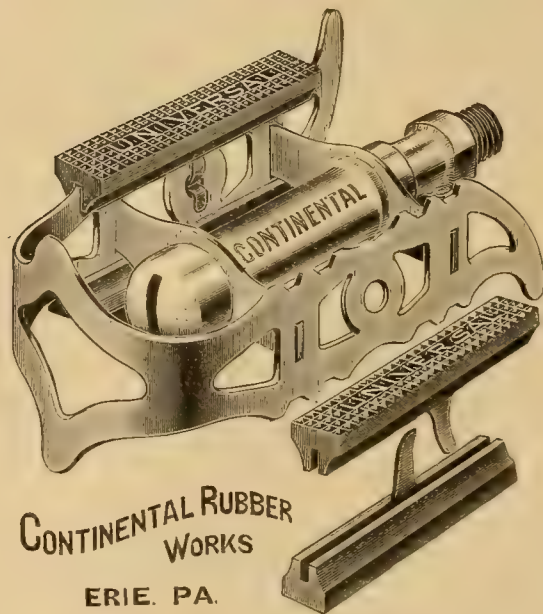
For Bicycles, Motorcycles, Firearms, Phonographs, Typewriters; for all machinery and metal parts.

Its Use is a Mark of Mechanical Wisdom.

G. W. COLE COMPANY,
145 Broadway, NEW YORK.

CONTINENTAL Universal Pedal Rubber

MADE TO WEAR.



THE MOST SIMPLE IN METHOD OF APPLYING.
They will not loose off; can be applied without tools.
WRITE FOR CATALOGUE.

The Week's Patents.

752,479. Cooling Attachment for Internal Combustion Engines. John W. Sutton, New York, N. Y. Filed Sept. 3, 1903. Serial No. 171,813. (No model.)

Claim.—1. In an internal combustion engine, the combination, with the cylinder, of longitudinal heat radiating strips, and means for attaching the same to the exterior surface of the cylinder, said heat radiating strips being provided with slits or incisions and vanes twisted obliquely to the length of the strips, substantially as set forth.

752,262. Braking and Clutching Mechanism. William Robinson, Boston, Mass. Filed May 5, 1898. Serial No. 679,811. (No model.)

Claim.—1. A coasting brake mechanism comprising a rotatable wheel hub having a braking surface, a stationary brake member supported at one point by the axle and provided with a radial extension connected to the frame of the vehicle, a plurality of non-rotatable movable brake members supported by said stationary member, driving means, means actuated by said driving means on back pedalling for forcing said movable brake members against said braking surface of the hub, and means for connecting said hub and said driving means on forward pedalling.

752,627. Controlling Means for Explosion Motors. Walter J. Lloyd, Birmingham, England, assignor of one-half to William Priest, Birmingham, England. Filed Nov. 3, 1902. Serial No. 129,925. (No model.)

Claim.—1. In a motor cycle, the combination with an explosion chamber; of a rotary cam, an exhaust valve for said explosion chamber, controlling means for said exhaust valve actuated by said rotary cam, a rotary gapped flange, an angularly adjustable commutator plate adjacent to said gapped flange,

means for operating said commutator plate, a projection on said commutator plate arranged to engage the controlling means for said exhaust valve, a contact point on said commutator plate, a contact lever pivoted on said commutator plate and bearing at one end against said gapped flange, means for moving the contact end of said lever into engagement with said contact point, when the opposite end thereof enters the gap in said gapped flange, and electrical connections between said contact lever and point, and said explosion chamber.

Newkirk to go South.

Jed Newkirk, of Chicago, was in New York this week, and expected to leave for Jacksonville in a few days. He has devoted most of his time to motor pacing for the last two years, with the exception of competing in the last two six day races with J. P. Jacobson, of New Haven, as team mate. Last year he paced Gus Lawson in nearly all of his races. During the season of 1904 Newkirk intends to devote his attention solely to sprint racing, and if for any reason he does not go South, will soon begin training at Vailsburg.

BRAZIT.

Cast Iron
brazed to
Cast Iron
or to
Wrought
Iron.

By this process Cast Iron is brazed in the forge.

U. S. Brazing Compound Co.

113-115 South Second Street,
NEW BEDFORD, MASS.

Write at once, mentioning BICYCLING WORLD.

"D. & J." HANGERS

ARE THE STANDARD FOR HIGH-GRADE WHEELS.

Appearance and
quality will sell
goods and
hold trade.



Compare the neat
appearance of this
Hanger with
others

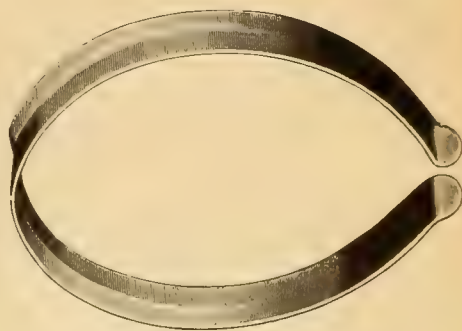
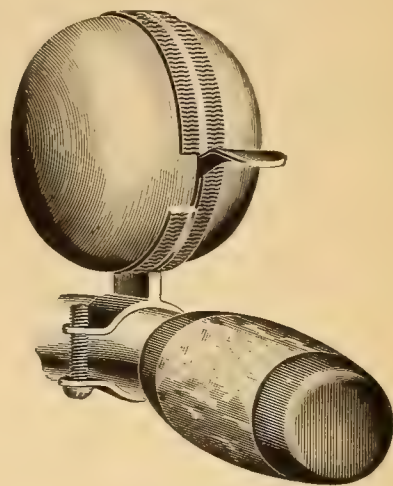
All manufacturers can supply wheels equipped with "D. & J." HANGERS, and it will pay Agents and Riders to specify them. They cost but a little more than "One Piece" and other Cheap Hangers.

PARK CITY MFG. CO., Inc.,
CHICAGO.

There never were
better bells than

Bevin Bells

There never will be better ones.
We have the factory, the facilities, and the know-how acquired by 72 years experience in bell manufacture that assure it.



And you all know that our

**TOE CLIPS, TROUSER GUARDS
LAMP BRACKETS, ETC.**

have been standards of the cycle
trade ever since they were placed
on the market.

CATALOGUE AND PRICES ON REQUEST.

BEVIN BROS. MFG. Co

EASTHAMPTON, CONN.

WANTS AND FOR SALE.

15 cents per line of seven words, cash with order.

FOR SALE—300 good second-hand Bicycles.
WILLIAM McDOUGALD, 357 North
 State Street, Chicago, Ill.

WANTED—A new or good second-hand heavy
 Repair Jack for Bicycle Shop. **HARRY
 SMILLIE & CO.**, Rhinebeck, N. Y.

WANTED—Everyone interested in motor bi-
 cycles to purchase "Motocycles and How to
 Manage Them." Contains 126 pages bristling
 with information. \$1.00 per copy. For sale by
 The Goodman Co., 154 Nassau St., New York City.

ALL ROADS ARE EASY WHEN THE



STAR BALL RETAINER

IS USED.

With millions in daily use, it has stood the test for
 more than five years, and is adaptable to ball bearings of
 any kind.

If you are users of ball bearings we would be pleased to hear
 from you and mail you our catalog with the latest information
 which we know would be profitable and interesting to you.

THE STAR BALL RETAINER CO., Lancaster, Pa., U. S. A.

Special Stampings FROM SHEET METAL

THE CROSBY CO., - Buffalo, N. Y.

SPROCKETS.

We supply nearly all
 the best trade.

PARISH & BINCHAM CO.
 CLEVELAND, OHIO.

JOHN S. LENG'S SON & CO.

93 Reade Street, NEW YORK,

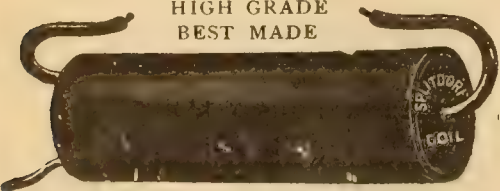
CARRY A COMPLETE STOCK OF

BICYCLES, TIRES, SUNDRIES.

CAREFUL ATTENTION PAID TO
 PROMPT SHIPMENT.

SPLITDORF SPARK COILS.

HIGH GRADE
 BEST MADE



G. F. SPLITDORF, 17-27 Vandewater St., New York.

HIGH GRADE

wheels must have the
 best equipments.

There is nothing that gives more value for
 the money than the use of the

MORSE TWIN CHAIN ROLLER



NOISELESS IN MUD, WATER OR
 DUST AND ALWAYS EASY RUNNING.

The only chain having Frictionless
 Rocker Joints. Insist on having the
 Morse Twin Roller. Fits regular
 sprockets.

Send for Catalogue and
 Trade Price to

Morse Chain Co., Trumansburg, N. Y.

YOU WILL SAVE MONEY
 AND TROUBLE BY
 ORDERING FROM
 OUR CATALOGUE
CYCLE DEALERS
 IT'S
 READY NOW
 AND FREE FOR
 THE ASKING
JOS STRAUSS & SON
 BUFFALO, N. Y.

Write for 1904 Catalogue,
 Bicycle and Automobile Supplies

THE KELSEY CO.,

BUFFALO, N. Y.

BARGAINS FOR BICYCLE DEALERS

IN
**TIRES, COASTER BRAKES,
 GAS LAMPS, Etc.**

Write to-day for complete Catalogue.

THE E. H. HALL COMPANY (Incorporated),
 Jobbers Bicycles and Supplies,
 59-65 Exchange St., Rochester, N. Y.

ALL JOBBERS

MUST SELL BELLS.

STARR BELLS

Are the Best Bells
 for Jobbers.

STARR BROS. BELL CO.,
 EASTHAMPTON, CONN.

Ideal Handle Bars for 1904.

MOTOR CYCLE BARS A SPECIALTY.

Write for our Catalogue and Prices.

IDEAL PLATING CO.,
 No. 3 Appleton St., Boston.
 We do Nickel Plating and Polishing in all its Branches.

If you are not familiar with the line of

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permit us to post you. It will be apt
 to prove profitable.

LIBERTY BELL CO., Bristol, Conn.

DIAMOND TIRES Mean CERTAIN PROFITS

The Diamond Rubber Co.,
 AKRON, OHIO.

1904 Catalog Now Ready.

If you are not on our mailing list
 send us your name and address.

THE SIDNEY B. ROBY COMPANY,
 208-214 South Ave., ROCHESTER, N. Y.
 JOBBERS OF CYCLE SUPPLIES.

SHELBY SEAMLESS-STEEL-TUBING
 ONLY TUBE MADE SUITABLE
 FOR BICYCLE CONSTRUCTION
 SEND FOR OUR ILLUSTRATED
 BOOKLET ON SEAMLESS TUBES
SHELBY STEEL TUBE CO.
 PITTSBURGH, PA.
 BRANCH OFFICES NEW YORK CHICAGO

The Bicycling World

AND MOTORCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVIII.

New York, U. S. A., Saturday, March 5, 1904.

No. 23

TRYING TO BLOCK MORROW

British Coaster Brake Combine Still Placing Obstacles in Its Path.

Having been successful in temporarily forcing the Morrow out of Great Britain, now that it has made its re-entry, the English coaster brake combine is doing its best to make its way as rough and narrow as possible.

Evidence to that end has just come to light in the form of a decision of an opposition case recently heard in the Comptroller General's Court, and which consisted of the opposition by the Eadie Manufacturing Company (Limited) and Brown Bros. (Limited), as representing Combination Hubs (Limited), in respect of the Eadie and New Departure coaster hub patents, against the application for a patent No. 18,478 of 1902 for the Morrow 1904 coaster hub.

At the hearing, in which Mr. David Fulton appeared for the opponents, and Mr. A. J. Walter for the Morrow, it was contended, upon behalf of the opponents, that their prior patent, numbered 9,817 of 1898 (Hocquart), should be specifically referred to in the Morrow specification upon the ground that the patent was a master patent for a self-contained hub in which the forward propulsion of the pedals drives the wheel, and upon the reversal of the pedals applies the brake, while upon the pedals being held stationary the hub is disengaged and free to rotate in either direction.

Mr. Walter, for the Morrow, contended that the opponents' first claim could not be constructed as a broad or master claim, but only as a claim for the particular detailed construction, described in the specification.

Having deferred his decision, which has now been given in writing, the Comptroller General intimates that he is unable to admit the contention that the opponents' first claim cannot be construed as a broad claim, and he has therefore decided that the Morrow shall insert a statement in their specification as to the prior knowledge, and specially refer to the opponents' master patent No. 9,817 of 1898, with a further reference to patent No. 17,578 of 1897, in respect of certain of the claims in the Morrow specification which apply to the brake mechanism alone.

Passing of the Froelichs.

Creditors having refused to accept the settlement offered, the effects of the Delaware Rubber Company, Philadelphia, have been disposed of at public sale by the receiver, Frank Kessler. Most of the stock was purchased by a so-called storage company. The Delaware Rubber Company, whose liabilities were about \$55,000, was composed of Jacob, Jesse and Morris Froehlich; they jobbed both bicycles and tires. "On the side," the Froehlichs conducted the Froehlich Rubber Refining Company, a corporation with \$9,000 capital, located in Philadelphia.

Sutcliffe Creditors Get 70 Per Cent.

Referee P. N. Clarke, who was placed in charge of the affairs of Sutcliffe & Co., the embarrassed Louisville, Ky., mail order house, has done much better for the creditors than was expected. Under the settlement made by him, the creditors will receive about 70 per cent instead of only 30 per cent, as was at first thought would be the case.

Sauter Succeeds Nock in N. C. T. A.

William Sauter, of Edw. K. Tynon, Jr. & Co., Philadelphia, has been elected a member of the executive committee of the National Cycle Trade Association to succeed George W. Nock, of Philadelphia, who recently resigned. Mr. Sauter has taken a great interest in the welfare and success of the association and is looked upon as a very valuable addition to its councils.

English Exports Begin to Drop.

For the first time in nearly two years, the exports of British cycles and parts during January showed a severe slump, which is in striking contrast to the fine showing made by the United States for January. The British figures are, for the month of January, 1904, £58,821 (\$294,105), as compared to £81,497 (\$407,485) for the same month of 1903.

Takes Up Motor Bicycles.

The Fowler-Manson-Sherman Cycle Company, of Chicago, has added the Manson motor bicycle to its line. It is a chain driven machine, employing the Thor E3 horsepower motor and fittings, and, of course, lists at \$210.

IMPORTING MADE VEXATIOUS

Australian Tariff Full of Pitfalls and Fines are Frequent—Catalogues Taxed.

Advices from Sydney say that a number of importers have had to appear in the police court there under charges of presenting fraudulent invoices to the customs officers. They were acquitted of fraudulent intention but were heavily fined nevertheless. The correspondent who transmits the information adds: "I have frequently called attention to the importance of exporters following the instructions of their agents in making out invoices. They have neglected it, and when they get their profit and loss returns will know what the carelessness will cost them." The Australian tariff presents so many pitfalls to the unwary that the greatest care must be exercised in making out invoices. Trivial omissions and slight and unintentionally wrong classification are punishable by heavy fines, but \$15 to \$25 seems to be the usual penalty inflicted by the commercial court in such cases.

One of the most frequent causes of trouble is the failure of exporters to bear in mind that in Australia all printed advertising matter is subject to a duty of 3d per pound or fraction thereof.

It appears that a former Federal Minister for Customs and Trade took advantage of every opportunity of increasing the number of dutiable articles, and ruled that the description "advertising matter" included all catalogues, whether sent through the post at the request of a resident in the colony or otherwise, copies of testimonials, etc., such as are usually put up with proprietary articles, circulars, pictorial posters, etc. Proprietary articles have to pay the duty on the value in addition to any advertising matter which may be included in even a single package. At the beginning the professed object of the duty was to prevent Australian houses from having their catalogues printed in England and posted singly to likely customers in the commonwealth, but, to day, the interpretation has travelled far from the intention.

This Minister resigned last July, but his

successor "felt obliged to administer his department on the same lines" and the duty on catalogues, etc., was maintained, though it has been proved a source of great annoyance to importers and exporters alike. As a result, a correspondent says that a number of circulars, catalogues, etc., from manufacturers and exporters have been detained pending the payment of the duty of 3d per pound. Where the printed matter in each instance is heavy, payment is asked from the individual or firm to which it addressed if there is no resident agent. This correspondent says that the best method for exporters to adopt will be to send their printed matter in bulk to one of the Australian ports, where, after the payment of duty, it can be distributed by post in the usual way. The Germans are doing this now; their circulars and catalogues wrapped and addressed are sent in bales and cases and posted locally.

It is also important to note that, if any catalogues are included in a package, this fact must be mentioned in the invoice or bill of entry. The omission of the item from the invoice renders the importer liable to a fine of £100, although he may have no knowledge of the presence of the catalogues until the package is opened.

An American firm of printers has started a branch establishment in Sydney with the idea of securing orders from oversea firms who object to pay the duty on their advertising matter. In view, however, of the heavy expenses entailed by the re-setting of the matter in Australia, the majority of the exporters will probably find it cheaper to adopt the course first recommended, namely, ship the addressed catalogues in bulk, pay the duty, and place their distribution in the hands of an agent.

The Retail Record.

- Seattle, Wash.—Hardy & Hall, damaged, by fire.
- Providence, R. I.—W. F. Hazleton, assigned.
- Lansing, Mich.—Frank Sedley, opened new store on Turner street.
- Louisville, Ky. Prince Wells, damaged by fire originating in an adjoining bakery. Loss about \$2,000.
- Pasadena, Cal.—William J. and William A. Wenger have purchased the Columbia Cycles from A. C. Herrick and will continue it as heretofore.
- Grand Rapids, Mich.—The Michigan Automobile Company has purchased the bicycle business of R. O. Brown and engaged the latter to conduct its bicycle department.

French Concerns Declare Dividends.

In round figures, the French Dunlop Tire Company, of Paris, earned a profit of \$91,000 during 1903, as against \$48,000 during the preceding year. It permitted of a 10 per cent dividend on the common stock. The Clement and Gladiator Cycle Company, also of Paris, paid 2½ per cent on its common stock. Its profits totaled \$203,000, as against \$183,000 during 1902.

EXPORT YEAR BEGINS WELL

Big Increases Recorded in January—British Possessions the Only Delinquents.

Not for a great many months has there been such an all around gratifying report of exports as is at hand for the month of January. For the third time within a year the figures record a gain. Not only is the gain a very substantial one, but it is made over an exceptionally good month, the figures for the latter being one of the largest of the year. The values are \$221,332 for January, 1904, as compared to \$176,054 for the corresponding month of 1903.

There is also cause for congratulation in the fact that nearly all countries show gains, the only noteworthy exception being British Africa. It purchased only \$645 worth of cycles and parts, as against \$9,854 a year ago. British Australasia and British North America were the only other countries to show decreases of any moment, they being, in round numbers, \$3,000 and \$2,000 respectively. In the case of Australasia the shipments were still large, \$23,112.

Turning to the gains, the United Kingdom heads the list, jumping from \$33,413 to \$54,759; Japan is a good second, her purchase being \$39,472, as against \$28,089, in spite of the imminence of war at that time. It is said that she has been making large purchases of cycles for war purposes.

Substantial increases were also shown by "Other Europe," with a gain of \$9,000; the Netherlands, \$6,000; France, \$5,000; Germany, \$2,000; "Other Asia and Oceania," \$1,600; Mexico, \$1,500; Brazil, \$1,300, and Italy, \$1,000.

The exports in detail for the month and seven months, respectively, are as follows for the corresponding periods:

Exported to—	January—		Seven months ending Jan.—		
	1903. Values.	1904. Values.	1902. Values.	1903. Values.	1904. Values.
United Kingdom.....	\$33,413	\$54,759	\$217,364	\$143,965	\$143,094
Belgium	1,678	2,757	17,886	14,001	22,342
France	16,299	21,641	107,919	79,629	31,704
Germany	11,963	14,053	120,799	40,313	47,992
Italy	4,484	5,345	28,719	23,152	33,215
Netherlands	4,940	11,307	57,246	30,427	65,925
Other Europe	13,444	22,298	108,809	69,668	81,349
British North America.....	9,035	7,704	55,120	60,356	49,856
Central American States and British Honduras.....	319	124	3,406	1,888	1,583
Mexico	1,558	3,148	12,289	16,282	24,295
Cuba	857	1,293	10,041	5,541	10,511
Other West Indies and Bermuda....	2,581	2,267	26,867	21,923	17,587
Argentina	1,318	1,080	7,680	6,980	5,880
Brazil	737	2,079	2,753	4,149	7,512
Columbia	78	484	652	552	828
Venezuela .....	.....	21	331	173	461
Other South America.....	2,203	998	14,115	10,966	10,596
Chinese Empire.....	336	120	45,513	9,695	9,357
British East Indies.....	2,061	1,842	28,552	27,079	15,579
Hong Kong.....	582	650	1,716	2,353	7,640
Japan	28,089	39,472	94,936	259,489	232,377
British Australasia.....	26,920	23,112	121,137	135,621	220,106
Philippine Islands.....	1,265	594	11,097	9,236	17,888
Other Asia and Oceania.....	1,280	2,856	14,842	17,656	12,728
British Africa.....	9,854	645	69,148	74,421	7,793
All other Africa.....	760	683	2,058	6,787	5,841
Other countries.....	.....	.....	117	.....	.....
Total.....	\$176,054	\$221,332	\$1,181,112	\$1,072,297	\$1,084,039

End of Worcester Litigation.

What appears to have been the final proceedings in the long drawn out Worcester Cycle Company litigation were held at New Haven, Conn., last week. Judge Townsend, sitting in the United States Circuit Court, handed down an opinion directing the disposal of the balance of \$5,000 of the Worcester Company's funds which remains in the hands of the trustee.

The opinion was handed down in the case of the Central Trust Company against the Worcester Cycle Company. Judge Townsend finds that the attaching creditors are entitled to have their claims paid, and if the receiver has no other funds in his hands he should apply the property remaining at Middletown or forthwith dispose thereof to satisfy said claims. The report of the special master, E. E. Marvin, is accepted.

The amount involved is \$5,000, held by Trustee and Master E. C. Beecher. Various claims were put in by parties whom the Worcester Cycle Company owed. Attaching creditors have claimed they should have the preference of the money remaining in the receiver's hands.

Judge Townsend in his decision says in part:

"My conclusion is that the attaching creditor is entitled to have his claims paid, and that if the receiver has no other available funds in his hand, that he should apply the property remaining at Middletown or, forthwith dispose thereof, if necessary, for the purpose of satisfying said claims and that if said property is not sufficient, that the special master, Beecher, should pay over the sum in his hands, or so much thereof as is necessary in addition to the amount realized from the sale of said property, to satisfy said claims. Inasmuch, however, as the original instructions to attach were limited to the amount of \$3,000, the amount of the recovery should be limited to the amount named in the order of attachment and in addition thereto, he should be allowed a reasonable sum out of said fund for his reasonable costs and disbursements necessarily incurred and expended in the protection of his legal rights during the pendency of these proceedings."

CYCLE SHOW NOT BARREN

Despite Handicaps, Business is Done and Interest is Aroused—The Mystery of an Inlet Valve and a Ratty Incident.

Full houses have continued the rule during the second week of the Sportsman's Show in Madison Square Garden, which closes to-night, and the cycle exhibit in the concert hall, which is off the main line of travel, has attracted its quota of the spectators. The quota has not congested the hall, but has, nevertheless, run up well into thousands in the aggregate, the home trainer contests in the evening having been a saving, if eleventh hour, attraction. While the ban on megophone announcements have remained in effect, pistol fire at the beginning of each heat has partially served the purpose of arresting the notice of the crowd. The home trainer events, however, like everything else connected with the bicycle section, have received scant publicity. In that respect, at least, the show has been a big disappointment. Nevertheless it has been by no means a water-haul.

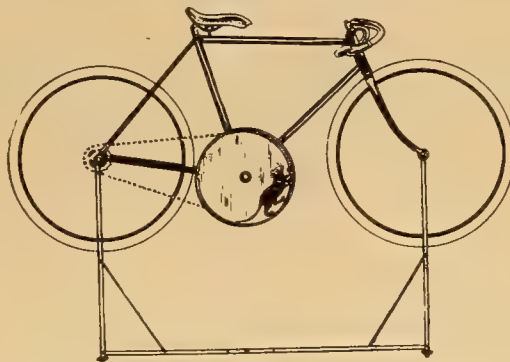
Agents from nearby towns have continued to drift in, and a number of deals have been closed with them. The big display of bicycles apparently exerts its influence on them. A. J. Banta, of the Pope staff, expressed it, in this wise: "There have been several agents in here to whom I almost went down on my knees a month ago to no purpose. They came here and saw, and we conquered. Some of the same fellows almost got down on their knees to get our agency."

A number of individual sales of both bicycles and motorcycles have been effected, and very many other people interested and their names obtained, who are likely purchasers when the weather is more favorable to outdoor locomotion. The Racycle people, for instance, whose forwardness was remarked last week, have hung up a sign "Leave your name for a free sample ride. We are ready to prove our claims," which has proven effective in that direction. They also have displayed another sign: "Big Sprockets do not mean Big Gears on Racycles," and others of similar tenor. As an example of unexpected sales that have been made, one visitor who is going abroad with his family, placed an order for three Racycles.

Until the arrival of the Racycle mouse, as the only thing in action in the cycle section the dynamo-operated Thor motor, cut sectionally, which forms part of the Racycle display, was a great attraction, and proved a big educator as showing "just how it works." It also has proven a puzzle to many motorcycle experts and has provoked some animated discussion growing chiefly out of the operation of the inlet valve. This valve opens and closes as regularly as the cam-actuated exhaust valve. Being shown

in section it is manifest that there can be no suction—parenthetically, several men have been "joshed" into lighting matches to discover supposed suction—and as there is no mechanical lift apparent even on close examination, the operation of the valve has remained a puzzle, magnetized metal and other equally wild guesses being among those advanced as the solution. None of the experts has yet been able to discover the little joker on top of the piston that is responsible for the lifting operation.

Frank Storck, A. G. Ibbeken and Sam Howard in the Racycle stand have been the butts of much raillery also on the part of fellow exhibitors. It usually took the form of the one word, "Rats!" In anticipation of the mouse-cage arrangement by which a little mouse exploits the easy running of the Racycle by causing it to revolve, Storck and Ibbeken were much concerned about the procural of the mouse itself. They made



THE ONE MOUSEPOWER RACYCLE.

numerous inquiries for one, and finally some joker inserted this advertisement in an evening paper:

"Moderate price paid for a few fresh-caught mice. A. G. Ibbeken, Racycle exhibit, Madison Square Garden."

The ad., strange to say, failed to bring a single mouse, but the story got into print and the cry of "Rats" started the rounds. Ibbeken, who is the New York agent for the Racycle, undertook to capture the necessary mouse, and on Wednesday turned up with a big, fat, lazy rodent as big as a squirrel. It was placed in the "cage," which is simply a circular box with a glass front, secured to the crank by a long bolt. When the rat was prodded into action and sought to crawl upward the wheel turned a few times and then Mr. Rat got stuck fast and was turned upside down. The laugh was on Ibbeken, and, discomfited, he detached and hid the cage. But on Thursday he turned up with a tiny but lively white mouse no bigger than his thumb which, when placed in the "cage," made the rear wheel spin like a top. Ibbeken then wore a grin that didn't come off until the next day, when he tried the experiment of putting another mouse in the "cage." The original occupant resented the intrusion and a savage fight followed which resulted in such eccentric motion as Racycles are rarely guilty of.

F. A. Baker & Co. found many people keenly interested in motor bicycles, and said they would sell many Indians as the result

or talks during the two weeks. They also interested many in Champion Kramer's mount, the Pierce, and believes that sales will result.

F. W. Harris, who presided over S. B. Davega's exhibit, has sold and delivered several bicycles, one Rambler motor bicycle and has two others practically sold as the result of the two weeks' work.

Alfred Flath, who has been in charge of the Park City Mfg. Co.'s exhibit of "D. & J." hangers, said he had secured many orders from dealers and repairmen who attended the show. Flath has also interested several New-York jobbers in the "D. & J." who have not previously handled it.

A. J. Banta, of the Pope company's Western department, said he was much gratified at the number of agencies which have been closed during the show for Ramblers, Monarchs, Crescents, Imperials and Crescent Juveniles.

W. E. Holmes, of the Pope company's Eastern department, has coined a new name for the show. According to him, it has been a "school of the two-speed gear." He says thousands of people have had the workings of a two-speed hub explained to them who never have been interested enough to go into a cycle store and ask for the same information. A great many former riders had the most elementary ideas concerning the two-speed gear, and almost no idea how it worked. As an educational institution alone, Holmes thinks the makers who have exhibited will be many times repaid. Holmes and the three other travellers from the Hartford factory closed with nearly forty agents, the majority of whom came to the show to look around, though most of them would have been called on later.

The Badger Brass Mfg. Co. has not tried to do any business, as they do not sell at retail. Their exhibit has been run solely to remind riders that the Solar lamp is one of the "best ever."

George P. Jenkins, New York agent for the Marsh motor bicycle and in charge of the Marsh exhibit, had a visitor this week from Chile. The Chilean told Jenkins that motor bicycles sold for \$800 in his part of South America. While Jenkins was making mental arrangements to start for Chile, his visitor explained that the selling price represented \$280 in American money. The Chilean was very much impressed with the light and graceful motor bicycles exhibited, and said he was surprised that none had ever been sent to his country. The only machines being sold there at present are of French and German manufacture, and without exception are heavy and cumbersome, and lack the graceful lines of the American machines. He thought the American makers would soon get a foothold in his country if their motor bicycles were sent there, on account of the superior appearance and simplicity of operation and control of the machines. Jenkins was very much alive to every opportunity and put in such "hard licks" during the two weeks that they cannot fail to bear fruit when spring really arrives.



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For 12 years we have been consistently working to put the NATIONAL at the top. We have spared no effort, no expense to put it there, and we have succeeded.

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NEW YORK, MARCH 5, 1904.

Fanning the Flame.

It is evident from the communications on the subject of reviving road races from various individuals and firms that have been received by Charles A. Persons, and are printed elsewhere in this issue, with the comments of Mr. Persons, that, as he says, "there is something doing."

The knowledge that some one to take the lead in stirring up things and some concert-edness of action were all that were needed to get real results, has been manifestly possessed by many, and these are beginning to respond to the call. The ball has been started rolling. There are always plenty to join in a movement once it has headway and the outlook is now a good one for a cycling activity during the summer greater than has been known for several years.

What is now needed is for the manufacturers to come forward and plainly declare themselves. The dealers and enthusiastic riders want to be assured of the support that is almost necessary to success—the sup-

port of the manufacturers to the prize lists. The manufacturers undoubtedly mean well. They have declared in a general way that they will support racing. Here, however, is a genuine new movement of a sort that appeals to the grand army of unknown road riders in every city and town—a movement that means the interesting of the masses, of those who have old wheels and should have new ones, and those who have no wheels at all, but whose desires may be aroused. This movement needs specific support. It is one of great promise to the interests of manufacturers and it is not enough to let it pass with no recognition and approval beyond what is involved in a general approval of racing. It is an opportunity, and it should have specific endorsement and promise of support from all the manufacturers.

Those preparing to promote road races on the holidays are again reminded that races are not the only things to be promoted in the work of arousing interest. Coasting contests are events in which the young and old, weak and strong of both sexes can compete with equal chance, and they should have attention. There are other road competitions also of novel sorts which can be arranged, and all will help to get cycling back to where it of a right should be.

Let every one come forward and declare themselves, especially the manufacturers. Every declaration from a new source inspires others. Workers like company. Let the assurance of this movement being a general one be heard from every direction. Speak up, one and all!

What Motorcycle Utility Means.

To the Motorcycle Magazine Dr. G. B. Gibson, the enthusiastic treasurer of the Federation of American Motorcyclists, contributes a notable paper, "One-Year of Motorcycling." It cannot but heighten interest in that delightful form of locomotion, providing, as it does, some figures that bear on the economy of the little machine. During the year—1903—Dr. Gibson rode nearly 5,800 miles, his heaviest item of general expense being one set of tires. His practice entailed frequent visits to Boston, thirty-five miles from his home, Westboro, Mass. The railroad fare for the round trip is \$1.44. The cost of the gasoline which the motor bicycle consumed on the journey was 17 cents. The item of expense involved has not alone to do with the ease. The manner in which the journeys were made and the time they occupied are of equal interest.

"These trips were generally of a business character," says Dr. Gibson, "and one convenience found in making them on my motorcycle was freedom from the necessity of regulating them by a railroad timetable. I could leave Westboro after a very light repast; arrive in Boston at the end of an hour and a half; leave my motorcycle safely lodged against a fence on Boston Common; eat a good breakfast; transact my business; and reach Westboro on my return about 11 o'clock in the forenoon."

To be able to thus "abridge distance" and make without fatigue, a journey of seventy miles and have an hour to spare for business purposes before lunch time is certainly eloquent testimony to the practical utility of the motor bicycle.

Dr. Gibson also made several visits to Nashua, N. H., 114 miles, and to Springfield, Mass., 134 miles. The railroad fares are respectively \$2.80 and \$3; the cost of the required gasoline energy was but 25 cents and 30 cents.

One journey was made to New York, which, with side trips, totaled 510 miles. The fuel cost was \$1.20, to which was added electrical energy of 85 cents. The railroad and street carfares are not less than \$10.

"At no time since I became possessed of a motor bicycle have I been delayed more than fifteen or twenty minutes on the road, and have lost that much time on two occasions only," says Dr. Gibson, whose narrative includes sufficient incidents to indicate that he is not disposed to "paint the lily." His experience leads him to the conclusion that "any amount of enthusiasm is justifiable in the motorcyclist," motorcycling being, in his opinion, "the very quintessence of outdoor enjoyment."

Cycling in the Early Spring.

The early spring riding is highly prized by some cyclists, in spite of the fact that it is the most uncertain and frequently the most unsatisfactory of the year. It comes at the end of a more or less extended close season, and at a time when the rider longs for spring and all that it brings in its train. The first hint of a relaxation of Winter's grip sets his thoughts on cycling, while the appearance of a balmy, sunny day begets the determination to make use of the first fine Sunday for an inaugural spin.

It is such a day usually that tempts the cyclist forth. The frost is still in the ground, although the sun, which each day gains in strength, is drawing it forth at a great rate.

The surface of the road, which at the time of starting was hard and dry, becomes soggy before many miles have been ridden, and from that goes on until it becomes the consistency of a thick paste, which makes hard going and plentifully besplatters the cyclist if he rides at any speed. As far as that part of the ride is concerned there is little chance of improvement, for the brighter and warmer the sun the more frost is drawn forth from the ground and the softer the road surface becomes.

The compensation for all this, however, is found in the cheerful sun, the grateful rays of which warm the cockles of your heart, and the life giving ozone, which you take into your lungs in great big gulps. Spring has come, and the great, wide outdoors beckons you once more with an allurements that you neither can nor want to resist. The Frost King is waging his last battle with his ancient enemy, Sol, and the latter's quick and overwhelming victory is seen to be inevitable. What matters a bit of muddy road when you know well it is the last token of winter, now in its death throes? Soon its shivering memory will be a memory only, and anon it will be forgotten altogether.

Why steering heads require so little lubrication is a mystery even to-day. True, the head—and, of course, the balls in the bearing—make only a partial revolution, and a smaller quantity of oil will answer than is the case with a wheel or crank hanger bearing, but even this is not sufficient explanation. Many makers do not even take the trouble to provide an oil hole for the head, so little lubrication does it require, and they seem perfectly willing for it to receive neglect, so confident are they that the filling with lubricant the bearing gets before it leaves the factory will carry it, if necessary, through a season. It is nothing extraordinary for this to happen.

It is scarcely too much to say that few heads are oiled more than two or three times a season; while careless riders, and some careful ones who have experimented with the subject, let these bearings alone throughout the year. Some are even ignorant that the head needs lubrication. One rider of this class rode his machine until the head got so tight that it would not turn, and brought it in to a repairer to learn what was the matter. When he was asked when he had last oiled the head he replied in astonishment that he had never oiled it. "Does it need oil?" he asked innocently.

HOME TRAINER TOURNAMENT

Proves a Drawing Card and Provides Some Spirited Sport—The Results.

Although the decision to put on home trainer races in connection with the Cycle Show in the Concert Hall of Madison Square Garden was an eleventh hour one, it has proved its worth. Nearly sixty entries were sent in for the one-mile American championship for individuals and the two-mile team club championship has ten clubs competing for the honors. The number of entries is all the more remarkable when it is remembered they were secured in three days. The events have proved very popular with the crowds, which have shown their appreciation by thronging the Concert Hall while the events were being contested and filling the room at many times when it would have been almost deserted but for the races. Most of the events have been interesting and some of them actually exciting. The first heats of the one-mile championship were run last Saturday night, and the heats of the team club championship were started on Wednesday night.

The summaries follows:

ONE-MILE AMERICAN CHAMPIONSHIP.

Saturday, February 27.

First heat—Won by Oscar Goerke, National A. C. Time, 1:23 2-5.

Second heat—Won by Gus Perden, National A. C. Time, 1:16 2-5.

Third heat—Won by H. Cranston, National A. C. Time, 1:12 2-5.

Monday, February 29.

First heat—Won by F. Williams, Prospect Wheelmen. Time, 1:13 4-5.

Second heat—Won by H. Van den Dries, Tiger Wheelmen. Time, 1:19 2-5.

Third heat—Won by George Weirich, Stuyvesant Wheelmen. Time, 1:20 2-5.

Fourth heat—Won by O. J. Devine, National A. C. Time, 1:19.

Tuesday, March 1.

First heat—Won by P. Erickson, Monitor C. C. Time, 1:17 2-5.

Second heat—Won by G. Holzhauser, Prospect Wheelmen. Time, 1:19.

Third heat—Won by Adolph Krone, Monitor C. C., on a bye.

Fourth heat—Won by H. Clausen, Tiger Wheelmen. Time, 1:24.

Fifth heat—Won by C. Nerent, Tiger Wheelmen. Time, 1:25 1-5.

Wednesday, March 2.

First heat—Won by Charles Weber, Mohawk A. C. Time, 1:19 2-5.

Second heat—Won by Frank Bass, Roy Wheelmen. Time, 1:23 2-5.

Third heat—Won by H. Larcheveque, Roy Wheelmen. Time, 1:19.

Fourth heat—Won by H. McEustis, C. R. C. of America. Time, 1:17 2-5.

Fifth heat—Won by V. J. Lind, Park Circle Club. Time, 1:24 3-5.

Sixth heat—Won by L. J. Wentz, National A. C., on a bye.

Seventh heat—Won by W. R. Lee, Mohawk A. C. Time, 1:25 2-5.

Thursday, March 3.

First semi-finals.

H. Larcheveque, Roy W., defeated F. Gilsdorf, Grace A. C. Time, 1:19 4-5.

H. Van der Dries, Tiger W., defeated F. Bass, Roy W. Time, 1:16 4-5.

F. Williams, Prospect W., defeated W. R. Lee, Mohawk W. Time, 1:12 1-5.

A. Krohn, Monitor C. C., defeated P. McEustis, C. R. C. of A. Time, 1:10 2-5.

C. Webber, Mohawk W., defeated G. Holzhauser, Prospect W. Time, 1:14 2-5.

C. Nerent, Tiger W., defeated V. J. Lind, Park Circle C. C. Time, 1:19 1-5.

F. Erickson, Monitor C. C., defeated L. J. Wentz, National A. C. Time, 1:13 1-5.

A. Kiewitz, Grace A. C., defeated O. J. Devine, National A. C. Times, 1:12 2-5.

O. Goerke, National A. C., defeated George Weirich, Stuyvesant W.

H. Claussen, Tiger Wheelmen, drew a bye, entitling him to ride in the second semi-finals.

Friday, March 4.

Second semi-finals.

First heat—Ferd. Williams defeated F. Erickson. Time, 1:01 4-5.

Second heat—A. Kiewitz defeated H. Larcheveque. Time, 1:11.

Third heat—Oscar Goerke defeated H. Van den Dries. Time, 1:14 2-5.

Fourth heat—H. Clausen forfeited to A. Krone.

Fifth heat—J. Weber forfeited to Charles Nerent.

Third semi-finals.

First heat—A. Ketwitz defeated Oscar Goerke. Time, 1:12.

Second heat—Ferd. Williams defeated Charles Nerent. Time, 1:09 2-5.

A. Krone qualifies on a bye.

The above three compete in the final event to-night.

TWO-MILE TEAM CLUB CHAMPIONSHIP.

Wednesday, March 2.

Team race preliminaries—Two-mile heats:

First match, Tiger Wheelmen defeated Brower Wheelmen.

Heats:

C. P. Soulie, Tiger, defeated O. J. Stich, Brower. Time, 3:05 1-5.

H. S. R. Smith, Brower, defeated H. Van den Dries, Tiger. Time, 2:38 3-5.

W. Schefske, Tiger, defeated J. Ahrens, Brower.

Thursday, March 3.

Second match, National A. C. defeated Grace A. C.

Heats:

L. J. Wentz, N. A. C., defeated V. S. Lind, Grace A. C. Time, 2:36 1-5.

H. Cranston, N. A. C., defeated F. Gilsdorf, Grace A. C. Time, 2:45 4-5.

Third match, Monitor C. C. defeated Tiger Wheelmen.

Heats:

F. Erickson, Monitor C. C., defeated H. Claussen, Tiger W. Time, 2:35 4-5.

E. Rosengren, Monitor C. C., defeated W. O'Keefe, Tiger W. Time, 2:30.

Friday, March 4.

First semi-final match, Prospect Wheelmen defeated Tiger Wheelmen.

Heats:

George Haulhor, Prospect, defeated W. Schefske, Tiger. Time, 2:48 4-5.

H. Van den Dries, Tiger, defeated W. Felharber, Prospect. Time, 2:55 3-5.

F. Williams, Prospect, defeated C. P. Sauli, Tiger. Time, 3:01 4-5.

Second semi-final match, Monitor C. C. defeated National A. C.

Heats: F. Erickson, Monitor, defeated L. J. Wentz, National. Time, 2:36 4-5.

O. E. Rosengren, Monitor, defeated H. Cranston, National. Time, 2:32.

Adolph Krone, Monitor, won from Oscar Goerke, National, on a bye.

Final heat to-night between Prospect Wheelmen and Monitor Cycle Club.

PERSONS'S PLEA FRUITFUL

His Proposal Arouses Enthusiasm in Many Places and the Good Work Still Goes on.

Worcester, Mass., March 2, 1904.

Editor *Bicycling World*: There is something doing! We can hear the rumble that precedes the storm; feel the shudder passing through the frame of the giant as he starts to rise; see the peep of dawn before the sun shines out full. Read! Read, reflect and do something towards shaking up FASTER the dealers who now seem to need only to be started on a course of activity to put cycling on its proper basis.

Every mail is bringing to me letters from the faithful who want it known that they are still in the game and propose to make this year a grand one in cycling. Much of this correspondence, perforce, yet awaits acknowledgment, but all will be cared for.

The first letter received was from a fellow-manufacturer whose personal acquaintance I have not the pleasure of claiming, but whose prompt acknowledgment of the spirit of the article in your recent issue made me hopeful of similar communications to follow. This letter was as follows:

Chicago, Feb. 19, 1904.

Persons Mfg. Co., Worcester, Mass.

Gentlemen: We wrote Mr. Walthour Feb. 2 that we would donate a medal for his race, and I think if you ever have an occasion to make inquiry that you will find we have been continually doing a little something for the benefit of wheeling. Yours respectfully,

PARK CITY MFG. CO.,

H. S. Judd.

The next mail brought a letter from a practical and energetic bicycle dealer, which contains so much that can prove of value to an agent who thinks and acts, that you must permit me to quote rather fully from it:

Atlanta, Ga., Feb. 18, 1904.

Mr. Chas. A. Persons, Pres.,

Worcester, Mass.

Dear Sir: Your letter and saddles to Mr. "Bobby" Walthour have been turned over to me, as "Bobby" sailed for Paris last Saturday. Also I read with interest your open letter in the *Bicycle World* of February 13. The road race here is of my get up. It is my rule to, as often as possible, give the amateur riders as much riding as possible. Walthour, being the idol of Atlanta and the South, it occurred to me that a medal coming from him would be of greater incentive to the amateurs than to offer a gold medal as first time prize. Coming from Walthour, and being a duplicate of his first medal, it is a prize that the local cranks will ride to the limit to win, and prove one no money can buy from the winner.

Your open letter carries out the plan I have followed in Atlanta for years in the bicycle business and with the greatest success, especially in the last few years. The

rider of to-day has a sneaking idea that if he only had the chance that he could perhaps develop into a world beater, and is always willing to take a chance to find out just what he can do in a road contest. But if he takes this chance he wants to get something back for his trouble. . . . I find that the papers are always glad to get hold of local sporting notes, if they do not have to trouble to write them up themselves. I make it a point to spend thirty minutes each day in getting up local cycle news for them, and it is the best paying time I can spend.

I ran a road race for the local papers in 1901 and had only twenty-three entries, but through the liberal notices the papers gave, the race brought out nearly five thousand spectators. The results from that race sold for me in that year over sixty racing model bicycles, not to count the numerous tires, saddles and repairs. Every year I make it a point to keep the local riders busy, even though I have only three races on the road in the season. It keeps the amateurs busy preparing for the next event. As you say, Johnny Jones sees Bill Simpkins in the road race all "diked" up in racing suit and catching the smiles and looks of Pretty Sue, although Johnny Jones has no bicycle and cannot ride, he resolves then and there to get into line and become a racing man. Somebody sells him a bicycle and later on a racing suit. In the next race Johnny Jones is in line with a good handicap and wins a bicycle pump. He has his individual admirers and friends who feel sure that Johnny will win, and of course, after the race, he having finished back of the bunch, it was not his fault; he sees just where he made an error, and trains to make good in the next event. With him is his partner who has just bought a wheel and will team with Johnny, and both feel that they have a cinch for the first prizes, etc.

I keep tab on all these newcomers into the game, and now and then make special mention in the papers of the fact that they are getting into shape fast and have good chances to win.

Last year I sold seventy-five racing wheels. My competitor must have sold as many more. Sixty of the sales I can trace to the local races. The plan is easy. It is only human nature for the young rider to like to "grand stand" and to see his name in the paper as doing something. Many times I have sold bicycles to young men by just mentioning that "Jimmy Smith, the well known young athlete, will ride in the next big ten-mile handicap road race, and as he has all the needed qualifications he will be quite a factor in this race," causing Jim to come in and buy a racing wheel.

Create envy and push it to the limit. Road races create envy, and envy sells a bicycle. It is like an endless chain; there is no limit to it. Change the situation every year; make new and special features in the race and there is a steady demand for bicycles. . . . To my mind the chances of the bicycle business are better for 1904 than ever before. I am making preparations to double

my business, and my channel of increase lays in giving as many races to local riders as possible. I shall run weekly five-mile handicaps and keep a percentage table of same and publish it in all the local papers.

I believe bicycle riders are the same in other cities as in Atlanta, and a little time spent each day, by dealers in other cities in giving something back to the riders, is like "casting bread on the waters." I am glad to see your public letter, for it describes the plans that I have worked with great advantage to my business. Your offer of prizes is certainly in the right line, and I feel that makers and dealers could follow and reap a harvest.

Thanking you for the saddles as prizes, which will be ridden for hard, as Persons saddles are leaders in Atlanta, I am,

Yours truly,

(Signed) GUS CASTLE.

Any dealer with a little optimism can find many valuable suggestions in the foregoing letter. What is being done in Atlanta can be done elsewhere. As an instance of what Mr. Castle means by notes written for the papers to stir up riders, here follows a clipping from a column of such matter appearing in one of the big Atlanta dailies:

"Amateur riders in Atlanta are getting busy for what promises to be one of the busiest seasons of racing ever known in this city, as either of the new tracks that will be built here will be kept open all the year, allowing them plenty of time to train. The track will be wide and the turn large, allowing plenty of room and removing much danger from accidents. Already quite a number of new talent is being developed and the old riders who were champions last year will be kept busy holding to the titles. It is the aim of every local rider to go out after the scalp of Speedy Wellborn, who it is understood has offered his services to Eli Winesett as a team mate of Bobby Walthour and also to ride the invincible Boboy before an Atlanta audience for the world's championship. Wellborn says he has so much speed that he can outride any two riders in Atlanta for any distance from five miles up to six days. If Wellborn makes good many claims Atlanta will have another world's champion. But the other local riders all think different and will as soon as the chance is offered try to demonstrate the fact to 'Speedy Wellborn.'

"Quite a number of the local riders have commenced training for the ten-mile handicap road race on Memorial Day in April and all will try hard for the Walthour medal offered for the first time prize."

Also I have had a letter from President P. A. Dyer, of the Century Road Club of America. It tells of seven big road races run by his club last year and other work done in the interest of our sport.

Mr. Chas. A. Persons.

Dear Sir: I see in the columns of the *Bicycling World* your article on making riding more popular in 1904, and trust your good work will do much for the cause.

There is no question during the season of

1903 the Century Road Club of America, of which I have the honor to be president, did more for riding in the way of road racing and centuries than any other organization in the United States, particularly in New-York Division.

In 1903 we ran seven big road races of from five miles to one hundred miles. Commencing on Decoration Day, and the largest race we ran, the most popular in the country, was the famous Coney Island Cycle Path 25-mile race. We distributed over two hundred prizes in 1903. We expect to duplicate this this year, and have already had a midnight New Year race, with 62 entries. We ran five open century runs in 1903, the last 40 miles we made a road race home, with about ten prizes to the first ten men home.

And in the distribution of your prize list for 1904 I trust you will not forget us. Our headquarters or clubhouse for New York State is No. 475 Lafayette ave., Brooklyn, where we meet every Thursday evening. Any communication may also come to my address.

We have a little booth at the Sportsmen's Show to show the cycling public we are very much alive, and will show the public some of our star riders' medals, bars, etc., won in the past, and I inclose you one of our monthly papers with our prospectus for 1904, also one of our Souvenirs of which we will distribute 10,000 at the Sportman's Show. Any favors shown us will always be thankfully appreciated by, Sincerely yours,

P. A. DYER.

Upon receiving Mr. Dyer's letter, I sent a number of saddles to the club, with the instructions to raffle them at their booth at the Bicycle Show at Madison Square Garden, last week, and to devote the proceeds to a prize to be given in the next road race. His reply is as follows:

Brooklyn, Feb. 23, 1904.

Mr. Chas. A. Persons.

Dear Sir: Your kind favor of the 19th received, and contents noted. I wish to thank you for your donation to our booth at the Sportsmen's Show and will do as you suggest and raffle them off during the exhibition.

I received them intact, and the advertisement will doubtless do us all much good. In regard to your suggestion in regards to road racing, it is also an excellent one.

Again thanking you for your kindness and good work in endeavoring to make cycling once more the popular sport and pastime, I am, Sincerely yours,

P. A. DYER.

Chicago, which probably went as far back in bicycling as any place in the country, contributes a most interesting letter through the secretary of the Century Road Club Association, as follows:

Chicago, Ill., Feb. 20, 1904.

Mr. Chas. A. Persons, President, Persons Mfg. Co., Worcester, Mass.

Dear Sir: At a meeting of the Western

Division of the Century Road Club Association last evening your offer to donate a racing bicycle to the first club arranging a series of road races, which offer appeared in the *Bicycling World* of February 13, came up for discussion.

A series of road races have already been arranged for during the coming season, including a twenty-five-mile road race on Decoration Day, May 30, a race on July 4 and a 100-mile race on Labor Day. In addition to these set dates, it has been decided to hold at least one road race or a race meet each month. In view of these facts, this association wishes to claim your first consideration for the prize which you have offered.

Under separate cover we are forwarding you the official programme and entry blank of our '03 Decoration Day race and Labor Day 100-mile race. There were eighty-four entries for the twenty-five mile race, and, although the day was cold and rainy, seventy-nine men started, and nearly all finished in good time. We expect to have at least two hundred entries for this year's Decoration Day race, and can guarantee more than fifty at the present time.

With these facts before you, we trust we have made our claim for the prize sufficiently strong, and, soliciting a favorable reply, we remain, yours truly.

GEO. BADENOCH, Secretary.

Also the second vice-president writes me as follows:

Persons Mfg. Co., Worcester, Mass.

Gentlemen: Your interesting letter in the *Bicycling World* is appreciated. Our club (Century Road Club Association) has scheduled a race for each month during the riding season, which should qualify us to your prize offer, and as soon as printed announcements are out they will be forwarded for your consideration, supplemented with entry lists. We believe we are going to do our share toward reviving bicycle riding in this section of the country. Yours respectfully,

WESTERN DIVISION C. R. C. A.

By H. S. Judd.

Again, Springfield, Ill., through the well known Racycle distributing agent for that locality, writes me as follows:

Springfield, Ill., Feb. 18, 1904.

Persons Mfg. Co., Worcester, Mass.

Gentlemen: We read your proposition in the *Bicycling World* of February 13. We would be glad to hang up your saddles on our prize list of this year's races. We contemplate a series of races, four in number, in which prizes will be given for the three best on each occasion, and a grand prize to the winner of the most points during the season.

Please send complete particulars regarding your prize saddles, and we will see what we can do in the matter. Yours respectfully,

J. H. McCREA.

Modesty has compelled me in quoting this letter to omit numerous remarks concerning Persons saddles.

And so it goes on; I really expected but a

few letters to reach me at this early date, but have been most agreeably surprised. I could quote a score more, if needed, to show the spirit of the times. All of these people will be taken care of to the best of our ability.

Washington's Birthday, in the 90's, was a general opening and reception day with the bicycle stores in Boston, but for several seasons past no special effort had been made to attract and interest the wheelmen on that day. This year the holiday was ushered in by most inclement weather, but I took it upon myself to go to Boston and see if there was anything worth observing. Believe me, though it was raining hard, I went away more soaked inside than out. The stores along the avenue were open; the glad hand was thrust at one from all sides, and strong cigars and something stronger was to be found in the private offices.

The Pope Mfg. Co. had a corporal's guard of the characteristic oldtime Columbia men; bright, clever, well groomed and enthusiastic fellows, who were talking bicycles as if they made up one-half of one's life. It is an exact fact that the store was thronged throughout the day with wheelmen who were examining new models and talking bicycles. There had been more than one thousand visitors at the Pope place by 3:30 p. m. Frankly, it was the most gratifying sight I have seen in a long time.

Placed about the establishment in conspicuous places were numerous large posters with the heading in big type, written as follows:

"Wheelmen, wake up!"

"A lot of us are going to get out on our wheels as we used to do, and have a mammoth reunion at the Reservoir, Beacon street, Brookline, on Sunday, May 1 at 11 o'clock.

All the old-timers will be there. All the clubs for miles around will have club runs to the Reservoir on that day. Photographs will be taken. The newspapers will write it up. Refreshments will be served. Those who miss it will be sorry.

We are going to be there:

Sign your name!

Name:

I am informed that signatures from more than eight hundred riders had been secured through these sheets, more than two months in advance, and indications point now to a gathering of more than five thousand wheelmen at the old stamping ground on May Day. Such a sight to an old-timer will be better than getting orders with certified checks pinned to them. The Boston dealers are certainly shaking things up in good shape this year, and will reap a splendid reward. Et cetera, et cetera. It is gratifying. We pause, not to rest, but to gather ourselves for an effort. Let me only predict that this spring will show in many a town who is the dead dealer; who is the live one. Which is going to be your class, Mr. Reader? Faithfully yours,

CHAS. A. PERSONS.

THE ART OF STOREKEEPING

Selecting the Goods and Displaying Them— The Cost of Doing Business.

"One of the first things to consider is in buying the right kind of goods and buying a class of goods that you can build up a reputation on. If you wish to be successful, you should have the reputation of having the best goods in your line in your city. And much care should be taken to secure a line that you can tie to and stay with, and not be buying promiscuously from every jobber or factory that comes along. Take, for example, your stove line. I know of some merchants who carry from three to five lines of stoves. I believe this is a mistake, for I do not think any dealer can handle any more than one line of stoves and do justice to himself, leave alone doing justice to the company he buys from," says C. H. Rudge in discussing "Necessary Factors for Success in Retail Business."

"I have been in business for nearly eighteen years and practically have handled one line of stoves, one line of refrigerators, one line of furnaces, one line of table cutlery, and with the exception of some four years, one line of builders' hardware. I might mention many other lines that we have sold exclusively. I believe that if you show a customer a stove made by one foundry and explain to him all the good points and merits of the stove, and say you think it is the best stove made, and then show him another stove made by another foundry, you are to lose the chance for a sale.

"And just a few words as to the way you should treat the commercial man. I believe they should have as much attention as your customer, and when you make dates with them, be punctual and keep them, always remembering their time is as valuable as yours. If you gain the confidence and good will of the travelling man, I believe you will come as near buying goods at the right price as in any other way. Now after these goods are bought, you must find the trade to dispose of them to, and how are you going to do it?

"Next to our windows, a neat and well kept store and stock will secure for you more business than anything else you can do. can call to mind many hardware stores that I can call to mind many hardware stores that second-hand stores. You will see rusty shovels and steel goods standing out in front which many think are advertisements to draw trade, and in many cases hide your display window. Now, if this display was made in your show window and not on the sidewalk, how much better it would look. And nothing looks more careless than to see boxes on your shelves with ends or sides broken and in many cases without covers.

"With a little care and labor a stock of hardware can be made as attractive as any

other kind of merchandise. Do not be afraid to use a little paint every year or two, and wear out a few feather dusters every month. You have many points to gain by doing this. One is, ladies buy a large amount of hardware, and they like to trade where the stock is kept neat and clean. Insurance men will give you a better rate on your fire risk, which is something we are all looking for.

"We also find it hard to draw the line on guaranteed goods and what to do with customers when they return an article that has proven defective or that they have had an accident with. They invariably bring it back, and I know in many cases they are not justified in making any demand upon you for exchanging it. It has been somewhat of a problem for me to decide what to do. On small articles, such as tools and cutlery, we do not hesitate to replace, thinking it much better to be imposed upon than to make our customer feel hard toward us. I think many goods are returned that should not have been, from lack of business experience your customer has had, and not from any desire to gain any advantage over you. And you can't afford to make a customer feel angry toward you, no matter how small a customer, they may be, for the few cents it would cost you to replace it. While you may think you do not care for their trade, and I know of many people who come to our store whom I wish would never cross our threshold, and if it were not for their influence and talk with their friends, I should be frank and say to them we do not care for their business. But you must put up with it and treat them a little nicer than others.

"Another very prominent factor is the expense account. I would like to know how many merchants know what it costs them to do business. I know that some dealers figure very close and are able to tell you to the fraction of a cent what the cost of doing business is. And the dealer who does not know what it costs and happens to have sharp competition will sooner or later be up against a proposition that is liable to give him many sleepless nights. A question is often asked, 'What items should be figured in as expense?' The first item I figure in is the one usually left out by many dealers. That is interest on the amount of capital invested. You should also add to your expense account a salary for your own time, and that should be just what your time would be worth to some one else. Other items, such as advertising, rent, help, taxes, insurance, etc., I think every one figures. And I know it often surprises the very best of us when we find it costs us from 20 to 30 per cent. on our sales to do business.

"Another very prominent factor is how large a stock is a retail dealer justified in carrying, independent of what capital he has? I would say that location and freight rates figure somewhat on the amount, but when the jobber can be reached and goods received in five to six days, the maximum amount of stock should be one-third of your annual sales. A larger percentage can be made on the capital invested if you carry one-fourth, one-fifth or one-sixth of your annual sales; or, in other words, you should turn your stock over not less than three times and as many as six if possible."

THE BORN SALESMAN

And how he Cajoled a Customer—A Reception of a Very Different Kind.

"What a knack the born salesman has of twisting you around his finger," remarked an old rider. "And what a contrast there is between him and the 'dummy' who imagines he is a salesman just because he is stuck behind a counter and hands out goods to customers.

"Had experiences with both kinds the other day. The first was in a shoe store, where I took a pair of shoes to be repaired. 'Half sole and heel these,' I said, handing them to the man who waited on me. 'Yes, sir,' he replied. Then, after a scarcely perceptible pause, 'Half sole or full sole, sir?' he asked. 'What is the difference?' I queried. 'Full sole and heel makes the shoe as good as new; leaves nothing but the upper. Half sole means to cut the sole in half and renew only the front half. Looks bad and lets the water in where the splice is made. Half sole and heel costs \$1.25; full sole and heel \$1.50. It's worth the extra quarter, but we do either way.'

"Now, that struck me as a reasonable proposition, and I told him to go ahead with the \$1.50 job. I've had shoes repaired dozens of times before, but no one ever sprung the 'whole sole' game on me. It's clever, whether it's only a dodge or not.

"The same day I stopped in a bicycle store to get a tube of rubber solution. One of my tires has a slow puncture, and I thought I would try to fix it on Sunday, so as to be ready for the first fine day that might tempt me to ride.

"The proprietor's assistant came out to wait on me. I asked for a tube of cement and he handed me out one of those measly little nameless tubes that retail for five cents. 'Haven't you got anything better than that?' I asked in disgust. By way of reply he reached up on a shelf and took down a larger tube. 'Ten cents,' he remarked concisely, if not eloquently. 'Oh, give me a big tube, one of the 25 cent kind,' I exclaimed impatiently. 'I want it to keep at the house.' This time he gave me what I wanted. 'I want to look at some grips,' was my next remark, remembering that one of those on my machine was broken. He brought out a cheap nickel-tipped grip, and said, 'Ten cents a pair.'

"Then I gave up in despair. Maybe he had the kind of grip I wanted, but life is too short to waste it extracting information from such a blockhead. I picked up my cement and walked out. My silent remarks would probably have surprised that young man."

When buying ready money has the pick of the market; or, as the old saw has it:

"Ready money gets the first,
Doubtful credit gets the worst."

Queer Union of Clubs.

Certain of the cycling clubs of Brooklyn have been discontented with the amalgamation of the Associated Cycling Clubs of Long Island with the Associated Cycling Clubs of New York, and have launched an organization under the name of the United Cycling Clubs of Greater New York, with a membership of eight clubs.

The organization meeting was held at the house of the Penn Glen Wheelmen, at 300 Glenmore avenue, Brooklyn, on February 19. The clubs represented were the Eastern District Turn Verein, Brower Wheelmen, Monitor Cycle Club, Century Road Club Association, Canarsie Wheelmen, Berry Wheelmen and Penn Glen Wheelmen.

C. Miller, of the Eastern District Turn Verein was elected president and E. N. Schutinger, of the Penn Glen Wheelmen, secretary. A committee was appointed to arrange a photograph run on April 17.

The objects of this new organization are said to be purely social. It would seem, however, that such objects could as well have been achieved by these clubs joining the original and main body of clubs as by organizing independently. The situation suggests that the Associated Cycling Clubs of New York have been slack about recruiting.

May Stay in Australia

Iver Lawson and Floyd McFarland may decide to remain in Australia instead of returning to this country after the outdoor racing season is ended there. McFarland has written to a friend in New York City asking that plans of an indoor, ten laps to the mile track be sent to him at Sydney. If Lawson and McFarland stay there it is more than likely that Hardy Downing and Orlando Stevens will do the same.

Some Sydney admirers of Lawson and McFarland have suggested to the American riders that perhaps winter racing indoors would prove as great an attraction in Sydney as it has in Paris. It is quite within the bounds of possibility that a six-day team race similar to the one which is run annually in Madison Square Garden may be the starting attraction of the indoor track if one is erected.

Sunday Racing in Providence.

Providence is to have Sunday racing, if present plans do not miscarry. The six-lap track in that city is being taken down, and will be put up at Rocky Point, a seashore resort near the Rhode Island capital. It is said to be the intention of the management to run regular meets one night every week, and an effort will be made to run Sunday races if there is no local opposition.

The Providence Coliseum was the most complete and splendid racing plant in this country. The track was completely inclosed by a double tier of seats, and all of the seats were covered over by a roof, so that the spectators were never drenched by sudden rainstorms. The training quarters of the riders were reached by a tunnel under the track

surface, which made it possible to run races off quickly without any necessity for the riders crossing the track when coming out for their events.

With the Providence promoter, F. R. Wendelschaefer, a member of the National Cycling Association Board of Control, sprint racing is likely to have a boom in that city on account of the avowed intention of the governing body to foster sprint racing rather than the paced game.

Here's a Hardy Old Veteran.

Schenectady, N. Y., has a cyclist of interesting personality in Harry Dekeiter, who is a century rider and persistent acquirer of mileage, both winter and summer, at the age of fifty-eight years.



HARRY DEKEITER.

Dekeiter has been in business in Schenectady for twenty-three years, and is one of the most enthusiastic cyclists in the Empire State. He has a mileage record which foots up in the thousands, and is not afraid of tackling a century at any time. He is not one of those who put their wheels away in the fall either, but frequently goes out for a spin when there is snow on the ground and the thermometer near zero.

Mr. Dekeiter is a little inclined to the "Karl Kron" idea of "continuous rides" and is fond of taking a trip to some place and back without a dismount. A couple of instances of trips made by Dekeiter during the fall of 1903 and the present hard winter will suffice to show what sort of an enthusiastic rider he is.

On Christmas Day he set out to ride to Amsterdam, N. Y., when the snow was deep on the ground. The drifts were too much for him, however, and after pulling a tire from one of his wheels he had to give it up. On New Year's Day he set out again, and this time made the trip. Last year he made a run to Sacandago Park, 108 miles, and another to Sharon Springs, returning by way of Cobleskill. Earlier in the year he rode from Schenectady to Albany, thence to Amsterdam and back, a distance of sixty-four

miles, without a dismount, in 4 hours and 45 minutes, and he has also made the run from Schenectady to Fort Edwards, fifty-three miles, without a dismount, in 4 hours 10 minutes.

Kramer Begins Training.

Frank L. Kramer, Tom Butler and Jed Newkirk have started training on the Vailsburg cycle track for the coming outdoor racing season. While the grandstand was almost completely destroyed by the recent fire, the track surface is still intact. Newkirk had intended to go to Jacksonville but changed his plans and will not go South unless the proposed circuit becomes a certainty. Butler has devoted his energies to riding in cycle whirls for the past few years but thinks he is still fast enough to give a good account of himself in competition.

Merricks the Earliest Birds.

First of all the clubs in the New York district to announce the beginning of the outdoor season are the Merrick Wheelmen, the comparatively new club of Manhattan Borough. They began on a series of scheduled runs on February 22.

The schedule calls for a run every fortnight until October 16. On July 17 there will be a five and a ten mile handicap road race for club members only, and on September 18 the club will hold an open fifty mile handicap road race.

Krone Wins Home Trainer Contest.

At the eighth annual ball and entertainment of the Monitor Cycle Club, of Brooklyn, held at the Saengerbund Hall, in that city last Saturday night, a home trainer race for members of the club was one of the features of the evening, Adolph Krone being finally returned the winner over Edward Rosengren. They ran a dead heat in the final, and Krone won the extra heat of one mile in 1:01 1-5, defeating Rosengren by three-fifths of a second. Nearly five hundred people attended.

Taylor Hurt in Accident with Lawson.

A cable from Sydney brings the news of a bad fall sustained by "Major" Taylor during a return match with Iver Lawson. It seems that the riders collided in the final sprint, the colored champion being thrown heavily on his head. He was picked up unconscious and so severely shaken and cut about that the doctors have given it out that he cannot ride again for a month.

Brooklyn's Berrys Choose Officers.

At their annual election last week the Berry Wheelmen of Brooklyn elected the following officers: Sylvester Carroll, president; George Grifton, secretary; William Zenkhan, treasurer; John Sommers, sergeant-at-arms; Albert Jenkins, assistant sergeant-at-arms; Charles Newman, captain, and Tony Bansky, bugler.

No Bicycles as Prizes.

The New Zealand League of Wheelmen has decided that bicycles can no longer be allowed as amateur prizes.

SPECIALTIES AND SIDE LINES

A View of the Subject by one who Handles Bicycles on the Side.

Side lines have constituted a subject of such vital moment to bicycle dealers that the views of a merchant who makes bicycles a side line of his business cannot fail of interest. The merchant in question is Louis C. Bartholomew, of Michigan City, Ind., who enumerates bicycles among articles which are profitable side lines for retail hardware dealers. At a hardware dealers' gathering Bartholomew read a paper on "Adding Specialties and Side Lines," in which he treated the bicycle entirely as a side issue. Part of his address was as follows:

"Alertness is essential to success. To prosper you must have your eyes open and keep abreast of the times. Keep out of the ruts; they are easy to fall into, but not so easy to get out of. Do things in a different way from your competitor. No retailer lives up to his own possibilities who does not keep on the watch all the time for new lines to add. Do not be afraid to try new ways and new goods. Be as good a merchant as you can and success will come to you. Study your trade. Endeavor to anticipate its wants. Endeavor to keep your stock clean and free from stickers. The modern successful merchant uses his every effort to keep in touch with what is going on in his lines. He is a subscriber to two or three of the trade papers. He reads them carefully. He examines with care the good advertising that comes within his reach, selects from it the best ideas and methods, and adapts them to his own use, taking care to instill into them as much of his own originality and personality as possible. He leaves no avenue unexplored where the extension of his trade is possible.

"He adds side lines and specialties as often as he can. Capital and space are his only limits. The importance of this question of adding specialties and side lines is not disputed and only half appreciated. The reason why a man with a small stock of variety goods can hold his own against concerns that have dollars where he has dimes is simple. Every penny of his capital is in quick turning goods. The variety store handles nothing but quick sellers. It omits the heavy staples, which take a lot of money to handle, require a lot of room and on which profit is small. Possibly some of the last season's goods still hang around. Why not store them upstairs or downstairs, or in some warehouse? Put away your unseasonable goods. Bring them out next season as new, fresh goods.

"Why not get along with a smaller quantity of goods on the shelves and carry some of the surplus lots in your storage room? The greatest of all sources of wasted space is overbuying, overstocks, too many goods

of one kind on hand. This is also a great source of wasted capital. Every time you buy two dozen of an article when one would have kept your stock filled you waste your capital, for the money that pays for that second dozen might have bought an article you do not now sell and thus have increased your sales.

"Bicycles, fishing tackle, hammocks, guns, baseball goods are generally handled in sporting goods stores or department stores. They belong to the hardware store. Start a sporting goods' department yourself. Take a bicycling, fishing or a hunting trip during your vacation; learn the merits and demerits of the lines you carry by actual experience. Then you can sell a line of bicycles and sporting goods intelligently, and there is profit in them.

"A new line should be judiciously and intelligently advertised. In the newspapers,

MORGAN & WRIGHT TIRES
ARE GOOD TIRES
 ONLY WAY TO CURE
 SOME LEAKY TIRES IS
 TO PUT INNER TUBES IN
 THEM, THUS MAKING
 THEM DOUBLE-TUBE TIRES
MORGAN & WRIGHT
 CHICAGO

NEW YORK BRANCH: 214-216 WEST 47TH STREET.

by well displayed ads. and newsy locals; in the store, by being prominently displayed, and exhibited by proprietor and clerk. And the clerk will not know how to do so, effectively, unless he thoroughly understands the article he is trying to sell. Do not be afraid to explain to your clerk the good points and features of your goods. Do not be half hearted in your explanation. Know your line. Enthuse it a little. Get your clerk enthused."

To Locate Leaks in Spark Plugs.

If a crack or "leak" in a spark plug is suspected—poor compression is frequently the indication of it—one method of locating the seat of the trouble is to inject a few drops of lubricating oil in the combustion chamber, put the plug in place and start up the engine. The smoke from the burning oil will usually issue from the crack in the plug, if a crack exists. Many leaks of the sort may be also discovered by merely blowing through the plug.

MERITS OF COMPETITION

Some Interesting Comments of the Philosophy of Business by an Expert.

"Competition," says Max Uhlig, "is the life of commerce, the germ which works the leaven of success, a factor of complexities now as ever before. We meet competition with a glad hand because it inspires effort, stimulates energy and keeps one from getting into a rut. When we face circumstances just as they are and go one better, with an eye on the 'jack-pot.' We scowl at competition when it antagonizes and engenders bad feeling. It seems even dangerous when the local dealer must meet the competition of organized capital combinations and trusts.

"We recognize our competitor as one who is selling the same line of goods. We are rivals and opponents, both striving for the same common object, which I will liken to a game of checkers. The game is no game unless one wins out, and as we play game after game, the interest broadens and develops. We find it is of no use to get angry and become passionate. One fellow can't always win unless he is a master hand. Much of the pleasure derived from business is found in the profits, the results of employed capital, also in the effort to increase and build up trade. Both of these factors can be counted as practical results, but we have other profits which are not practical but which are great factors also—namely, influence and superior standing.

"When there is a good deal of competition and the gross profits on sales are at the lowest, it generally requires that four times as much be sold yearly as the stock of goods kept amounts to, to make the business profitable. Suppose the gross profits to be 15 per cent.; four times this will be 60 per cent., which if stock is \$10,000, will give you a total profit of \$6,000. If the stock can be turned over this often at this profit, and the aggregate of profit is enough to cover expenses and leave a net result sufficient to satisfy the dealer, then the problem is solved.

"The oftener the stock is turned over, the cheaper the dealer can sell his goods. If he can sell five or six times the amount of his stock in a year and makes relatively as much profit on his sales as when he only sold three times his stock, his net profits will be largely increased. The marked cost on the goods should not only be the prime cost of invoice, but should include freight as well as the per cent. it takes to do business, or else there is a loss of profit. Should a contingency arise in competition when one opponent might sell one or more articles at less than actual cost, it would be advisable to displace them from your stock until he either finds out his mistake or goes out of business. It would be utter folly to follow his lead. Such competitors generally enjoy but a brief business career.

"I go after profits as Grover Cleveland

goes fishing. I cast my net in deep water and I make sure there is no leak to let the small fry slip through. I never worry over fish I don't catch; I simply recast my net with redoubled effort. Conditions are constantly changing and competition feeds more and more on the margin of profits. Then I look up new lines of trade, introduce new lines of goods, rearrange attractive window displays and expand to meet the individual condition."

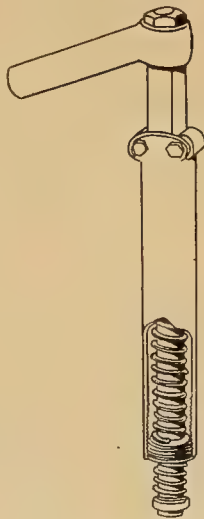
Treating the Head Bearings.

For the steering head of a cycle some riders contend there is nothing better than a good plumbago grease. In applying this it will pay to undo the upper bearing, turn the machine over gently, and allow the balls to fall into the hand, and then to lift out the steering tube. There need be no trouble about the balls in the lower ball race, for they will usually stay in their place, but if not, the hand held at the bottom of the now hollow head will catch them as the steering pillar is removed. When the tube is taken out in this way it should be given a good coating of oil or vaseline, rubbed well in, with the idea of preventing the formation of rust—the first step towards a fractured steering post. Then the balls are replaced with their lubricant, and the bearings adjusted and locked up. A head treated in this way will go for a couple of seasons and will be quite free from trouble, and, as there is no need for oiling, there will be no chance of the oil exuding and dripping on the tire.

Expanding Roller Seat Post.

Clean cut and attractive in appearance, the new Smith Two Roller Expanding Seat Post, made by J. N. Smith & Co., Detroit, Mich., possesses the merits of simplicity and ease of adjustment.

By merely removing a cap nut—the only tool necessary being an ordinary bicycle wrench, the post can be adjusted to the frame, firmly and in the correct position. Unlike the ordinary internal expander post,



the Smith does not have to be taken apart to be fitted to the frame. Another good point is that this spring post is almost identical in appearance with the regulation rigid post used with a clamp.

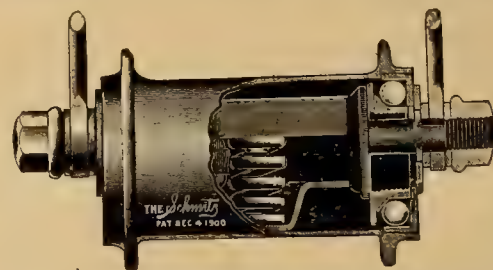
The plunger is square, and made of one solid piece of steel, properly hardened. The springs are made of the best quality crucible cast steel, oil tempered.

New Brazing Compound.

The operation of brazing by employing the regulation spelter and boracic product is one requiring the services of an expert and experienced workman. To secure a firm join of the two metals worked on, without burning either of them, is no easy task, and requires a deft manipulation of brass and borax.

A compound which is being placed on the market by the U. S. Brazing Compound Co., New Bedford, Mass., is claimed to effect a join that cannot be broken. By this method cast iron can be brazed to cast iron, or cast iron to steel, or cast iron to wrought iron, or brass to copper, and all joints will be made as strong as they were before they were broken. The operation is very simple, and can be done in a blacksmith's forge, but better with a gas torch.

SCHMITZ PATENT SPRING HUB



For BICYCLES, MOTOR CYCLES, AUTOMOBILES. Holds several World's Records for speed. Relieves and breaks jar below the axle, thereby saving at least half the wear on tire. Absolutely guaranteed.

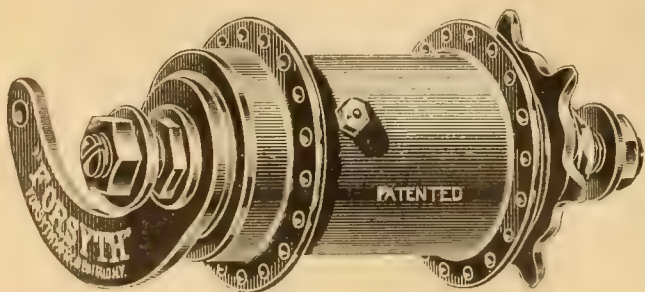
FRANK SCHMITZ & SONS,
560-564 Orleans St., Chicago, Ill.

There is no "Drag" in the Frictionless Forsyth.

The wheel fitted with one spins absolutely free.

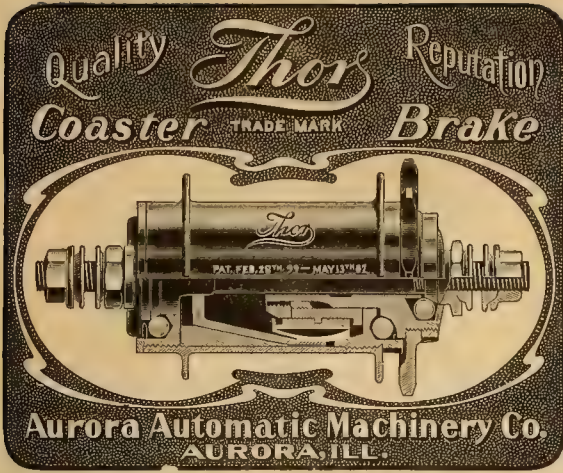
**IT IS ONE OF THE FEATURES THAT IS CARRYING THE FORSYTH
HIGHER AND STILL HIGHER IN POPULAR FAVOR.**

And of course you know that you can adjust a Forsyth coaster brake exactly as you adjust the bearings of the bicycle. That's another big feature; and there are others. Want to know them?



FORSYTH MFG. COMPANY,

BUFFALO, N. Y.



Thor Coaster Brake

will be a part of the equipment on many of the finest wheels manufactured and sold in 1904.

Do not allow yourself to be deceived. Insist on having

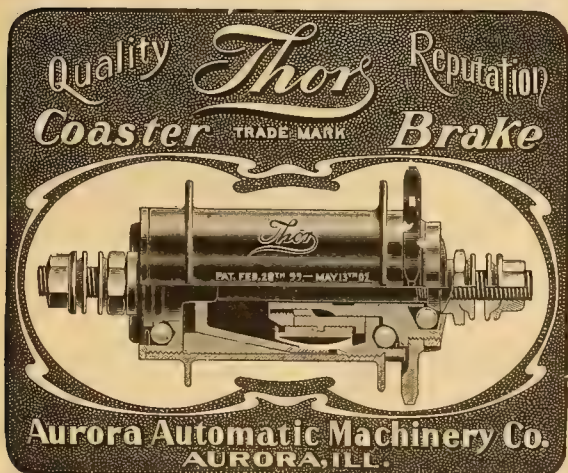
THE VERY BEST

It does not cost any more and insures satisfaction.

THOR COASTER BRAKES

are manufactured in

THE FINEST EQUIPPED
PLANT IN THE WORLD



The Week's Patents.

752,741. Motorcycle. George C. Wilkin-
son, Plattsburg, N. Y. Filed Aug. 12, 1903.
Serial No. 169,195. (No model.)

Claim.—1. In a motorcycle the combination with a propelling motor and pedal mechanism, gear connection between said motor and the cycle drive wheel and between said pedal mechanism and drive wheel, a clutch device operatively connected in said first mentioned gear connection and having a radially movable clutching element, and a governable lever having a shoe portion movable into and out of the path of movement of said clutching element to prevent or allow its clutching action.

753,082. Package Carrier. Charles Leder-
man, Columbus, Ohio. Filed July 21, 1903.
Serial No. 166,491. (No model.)

Claim.—1. A device of the character described embodying a pair of hangers, a base frame supported upon the hangers and disposed at an angle thereto, a cross brace connected to the hangers and having an intermediate bend to form a seat for partially embracing the head-tube of a bicycle, a detachable clamp member having an intermediate bend to close the open side of the seat and pivotally connected at one end to the cross bar, and an adjusting screw piercing the other end of the clamp member and the cross bar.

OILERS.

"PERFECT"



"GEM"



"LEADER"



"CROWN"



"STAR"



We make oilers for almost the entire trade. The quality of our
oilers is unequalled.

CUSHMAN & DENISON, Mfrs., 240-2 W. 23d St., N. Y.

RIDE A Cushion Frame

MODEL.

The Highest Grade

OF BICYCLE CONSTRUCTION AND THE MOST

Luxurious Bicycle Made

ALL DEALERS.

It has become Almost a Motorcycle Proverb:

"You may as well
ride an Indian at the
start; you'll surely
ride it in the end."

Ask Indian Riders.

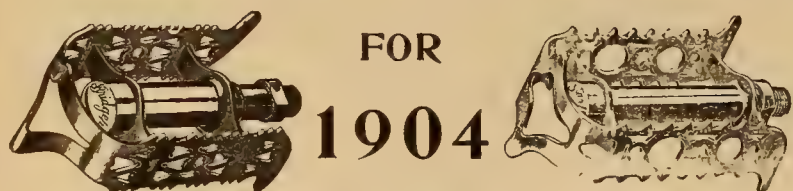
If you are not acquainted with any, we will be pleased to furnish the addresses of a number of them.



HENDEE MFG. CO.,

SPRINGFIELD, MASS.

B.G.I. PEDALS



FOR
1904
NOW READY

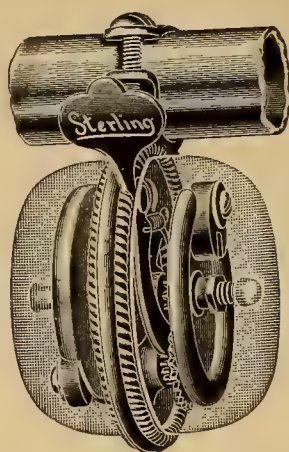
These famous Pedals have surely worked their way to the front. What has overcome all competition? B. G. I. QUALITY—which is better than ever in 1904.

HIGH GRADE BICYCLES REQUIRE HIGH GRADE EQUIPMENT

Every Maker, Jobber, Dealer and Rider knows that B. G. I. PEDALS are Standard. Use them and avoid explanations.

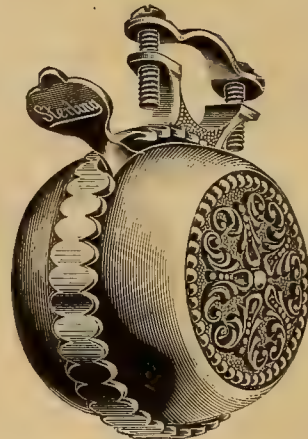
THE BRIDGEPORT GUN IMPLEMENT CO.
313-317 BROADWAY, NEW YORK CITY.

STERLING BELLS



FOR

1
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4



NOW READY.

Comprising over one hundred styles and numbers, including Continuous Ringing Chimes without winding, Double Chime Bells, Push Button Bells, etc.

SEND FOR CATALOGUE AND PRICES TO
N. N. HILL BRASS COMPANY,
EASTHAMPTON, CONN.

"At the foot of Pike's Peak."

COLORADO SPRINGS.

Like a child at play, Colorado Springs sits basking in the sunshine at the foot of Pikes Peak, amid the most enjoyable surroundings. No location could be more delightful. This region is best reached from the East by the

NEW YORK CENTRAL LINES

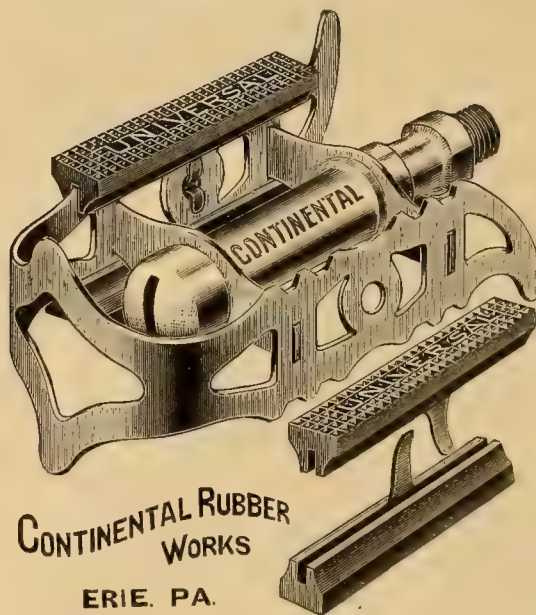
and their connections, with but one change of cars from New York or Boston.

For particulars inquire of any New York Central ticket agent.

A copy of "America's Winter Resorts," will be sent free on receipt of a two-cent stamp by GEORGE H. DANIELS, General Passenger Agent, New York Central & Hudson River Railroad, Grand Central Station, New York.

CONTINENTAL Universal Pedal Rubber

MADE TO WEAR.



CONTINENTAL RUBBER
WORKS

ERIE, PA.

THE MOST SIMPLE IN METHOD OF APPLYING.
They will not loose off; can be applied without tools.
WRITE FOR CATALOGUE.

The Bicycling World

AND MOTORCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVIII.

New York, U. S. A., Saturday, March 12, 1904.

No. 24

OPENING OF TURKEY

After Long Effort That Market Shows Signs of Promise—Gentlemen now Cycle.

Although located in an unpromising field, Thomas H. Norton, United States Consul at Harput, Turkey, who has been commendably consistent and persistent in his advocacy of bicycles and in his effort to create an opening for the American product, reports that at last his work is in a fair way of bearing fruit. In a report, dated November 20 last, to the Department of Commerce and Labor, he says:

"Following the introduction of the bicycle that I brought with me, the pioneer in its field, an agency was established, and a strong, durable American wheel of simple type, retailing here for \$30, was placed upon the market. The advantages of the bicycle were promptly appreciated, and there are now sixteen in use at Mamouretul-Aziz.

"The attempt will be made soon to introduce wheels in the neighboring cities of Diarbekr and Malatia, as well as in other places.

"It was not until the current year that adults, and especially Turkish gentlemen, braved conservative criticism and began to use the bicycle publicly."

Change in Forsyth Coaster-Brake.

The Forsyth Manufacturing Company, Buffalo, are now boring the hubs of their coaster brake out of the solid bar, this one-piece construction being not only more expensive and substantial, but imparting a more finished appearance to the hub. Heretofore it was formed of tubing, the flanges being forced on and brazed in position.

Oklahoma Jobbers Incorporate.

The Oklahoma Sporting Goods Company, of Oklahoma City, which includes bicycles in its stock, has been incorporated with capital stock of \$10,000. M. T. Lewis, S. A. Goodrich and R. B. Lewis are named as corporators.

To Sell Bankrupts' Assets.

The trustee in bankruptcy of McKee & Harrington, this city, has applied for permission to sell at private sale the outstanding accounts of the firm and the real estate of Charles F. Harrington. It is not likely that any objection will be interposed.

Rochester Dealers Organize.

Due to the initiative of A. M. Zimbrich, the Retail Bicycle Dealers' Association of Rochester, N. Y., was last week organized in that city; the meeting was held at the Whitecomb House. These were the officers elected: President, George L. Miner; vice-president, Arthur McNall; secretary, E. S. Bartlett; treasurer, Charles W. Bergener, of the Apex Wheel Co. Plans for a spring opening were discussed, the dealers present agreeing to hold their "openings" during the same week. The matter of a uniform repair tariff was also considered, and the adoption of a schedule of the sort is practically assured.

Will Loan No Wheels.

Among other things, the Retail Bicycle Dealers' Association of Terre Haute, Ind., which has decided to promote a series of road races and coasting contests this summer, have also agreed that no bicycles will be loaned to contestants; the latter must ride wheels of their own.

Paige Goes Abroad.

Dewitt Paige, sales manager of the New Departure Manufacturing Company, sailed on Wednesday for London, his visit having to do with the coaster brake situation abroad, which has assumed an interesting phase. He will be absent about five weeks.

Acme Continued One Month.

Special Judge Davis last week ordered the trustees of the Acme Cycle Co., Elkhart, Ind., to continue operating the plant as under previous orders for another thirty days. The Acme company made a voluntary assignment several months ago.

Keim Discontinues Bicycles and Bars.

John R. Keim, the well known Buffalo parts manufacturer, who a few years since began the marketing of complete bicycles, has discontinued that branch of his business. He also has ceased the manufacture of handle bars.

Providence has an Opening.

Providence was one of the few cities where the bicycle dealer's had a formal opening day this year. It was observed in the Rhode Island capital on Saturday, March 5, and a number of sales were reported.

ITALY TO PUT UP BARS

Proposed New Tariff Will Absolutely Shut out Foreigners—Objections Lodged.

A government commission was recently appointed by the Italian Government to look into the matter of imports and exports, and it has submitted its report which recommends the imposition of a blanket tariff on cycles and parts that would practically wipe out all foreign competition in these articles.

The present tariff is as follows:

A. Cycles and motor cycles, having two wheels, 42f. each.

B. Finished parts of cycles or motorcycles, 30f. per 100 kilos.

By the new proposals, finished cycles and motorcycles with two wheels and the finished parts of both descriptions of machines are to be lumped into one class, and to be taxed upon entry into the country at the rate of 250f. per 100 kilos, or \$50 per 220 pounds.

By the report of a committee formed for the defence of the interests of cycle manufacturers and agents in Italy, it is clear that the crushing import duties now proposed will absolutely arrest all export business in these goods from foreign countries, and will, moreover, practically ruin a large number of part-manufacturing part-assembling firms in Italy itself. The Italian Defence Committee point out that not only will these new imposts prove of no assistance to the Italian makers who build cycles outright, but that they will most seriously imperil the best interests of a very large class of workers.

In their report the committee point out that there are but three absolute cycle manufacturers in Italy, whose total output does not exceed 3,500 machines per annum—an absurd production when compared with those of the large makers of other countries and the national requirements in this particular. Further, no one of these factories is properly equipped for the entire construction of a cycle. They import almost all the parts in the rough, rims, chains, balls, pedals, tubes, and accessories in general, such as pneumatics, lamps, wallets, saddles, handles, spanners, bells, etc., from German, English, and American makers, who make a specialty of such articles.

In addition to the above-mentioned 3,500 machines, 3,000 others are annually sent into

the country, and the demand, which is continually increasing, amounts to more than \$150,000 per annum. There is then an annual consumption of, say, 25,000 bicycles in Italy which are neither made entirely in the country nor imported as complete machines. How then does these machines come into existence? They are turned out by small makers all over the country, who import, directly or through wholesale houses, parts which they assemble and then dispose of as finished cycles.

Careful inquiry has shown that 4,000 great or smaller firms are concerned in the production of these 25,000 cycles and the repairs of the 200,000 odd machines now running in Italy. Therefore, says the committee, these 4,000 houses, with their numerous employes, together with the 200,000 cyclists already existing in Italy, will suffer serious loss from the proposed heavy augmentation of the import duties on cycles and their parts. It is suggested, and with reason, that no industry can be encouraged by a sudden ten-fold increase of import duties on partly finished cycles into the country, to the huge prejudice of the 4,000 assemblers and repairers and the 200,000 cyclists already referred to.

The Retail Record.

Oneida, N. Y.—Chauncey H. Davis has opened a store at No. 15 Phelps street.

Lowville, N. Y.—Downer & Kent have opened new store.

Springfield, Mass.—James A. Finkle will remove to the Dalton Block.

East Hartford, Conn.—L. W. Ferguson has purchased the business of Nelson P. Whaples.

Sheboygan, Wis.—Ernest Schuetze, of Manitowoc, will open a store at No. 617 North Eighth street.

Geneva, N. Y.—Daniel Wood & Co., composed of Daniel Wood and Rae Sims, have formed a partnership, and will open a store at No. 11 West street.

The Hubs From Jamesville.

The Jamesville Mfg. Co., Jamesville, N. Y., as successors to I. A. Weston Co., are continuing the manufacture of the Weston hubs, and are aiming to improve the quality wherever possible. They recommend their Special and Champion types for road machines, and Champion Racers for racing machines, and add that their racing hubs have been improved to such an extent that they are likely to open the eyes of those unacquainted with them. They are extra light, neat in appearance and are strictly high grade in every particular. Any of the hubs are supplied in pairs or separately.

Schrader Becomes a Corporation.

With \$400,000 capital, A. Schrader's Son, Inc., was incorporated at Albany, N. Y., last week. The concern is, of course, the well known maker of the Schrader tire valve, which has come into almost universal use. The directors are George H. F. Schrader and Charles K. Cole, New York, and Mrs. Charles Schweinert, West Hoboken, N. J.

HOW THEY SUCCEEDED

Portland Jobbers Detail the Sound Principles That Built up Their Business.

In their 1904 catalogue, Ballou & Wright, of Portland, Ore., who have come to the fore in the jobbing trade of the Pacific Northwest with amazing rapidity, detail some of the reasons for this success, and tell it in succinct language that conveys a moral. They say:

"Two years ago we started in the wholesale bicycle business in Portland with an object in view. We propose to take our friends into our confidence and tell them how we have now accomplished this object.

"We started in a modest way, increasing our stock to meet the growing demands, keeping equal pace with our ability to move the goods rapidly enough to keep our stock ever fresh on our shelves, until it is conceded that we carry the largest sundry stock on the Coast.

"Three years ago, as retailers, we had the knowledge forced upon us, the necessity of a well selected stock of bicycle sundries for the dealer and repairman of the Northwest, at right prices, and above all, for this stock to be kept up the year round.

"Heretofore, as you all know, the dealer could get his wants fairly well supplied in the spring, but even then he often had to place his orders in advance for future delivery. After, during the summer and fall, his orders were but indifferently filled, if at all, and the repairman's harvest was largely cut down by his inability to secure the goods promptly when in urgent need.

"A traveller related to us recently that he formerly sold goods for an Eastern bicycle sundry house on commission. In the spring, he said, from 75 to 80 per cent. of the orders were filled, but in the summer and fall, they dwindled down to 50 per cent. We have filled 95 per cent. of our orders during the summer and fall of 1903.

"To afford to carry the stock to do this, we had to first secure the trade for an outlet. Our friends have helped us most liberally with their patronage, which we value very highly, and in return we propose to put in our best efforts for their interests, and with your help we hope to make our stock still more complete, to our mutual profit.

"Our effort has been—

"To fill orders on day of arrival.

"To treat our customers fairly in every respect.

"To keep all new fresh stock.

"To buy nothing but clean stock.

"To buy no job lot stocks and sell for up-to-date goods.

"To ship in from manufacturers frequently, and move goods quickly so that stock might not become shopworn or deteriorate from age on our shelves.

"To accomplish this requires the close attention of experienced bicycle men, and the bicycle business being our sole business and

not a side line, we have devoted our whole attention to it, and shall continue to endeavor to serve our customers promptly, fairly and intelligently."

Annoyance of a Broken Tap.

"One of the most annoying, and by no means the rarest, occurrences in a repair shop is to have a tap break off short in a piece of metal," says a veteran repairman. "A friend of mine had this happen the other day. When I arrived upon the scene, he was trying to get it out with the aid of hammer and chisel. His usual procedure in such cases (which is the method generally adopted) was to heat up the work, if not too large, till the broken tap was soft enough to allow a hole to be drilled in it, and then knock in a square punch, by which means the broken piece can sometimes be removed. With the aid of a blowpipe broken taps can sometimes be softened without damaging any of the surrounding parts, as the flame can be directed upon the tap alone.

"Seeing the trouble in this case reminded me of a little tool which I first made the acquaintance of many years ago. During my apprenticeship I had broken a tap in a valuable piece of work which was very urgently wanted. I tried all the ways I could think of to get it out, but all to no purpose. I was afraid to show the foreman what I had done, so I asked the advice of an old hand who had previously put me up to many little kinks. He quickly made a tool, and soon had the broken piece out. The tool had three projecting parts which go into the corresponding grooves of the tap. The diameter of the tool should of course be a little less than that of the bottom of the thread, and when applied to the end of the broken tap the projections will grip the former and by deft manipulation you can back it out. I had my friend make a tool like this, and with it he got the tap out without much trouble."

War Map from Chicago.

"Japan will win" is the startling assertion appearing in big, red type on a war map of the Far East, which Morgan & Wright are putting out. An "anchor to windward" is thrown out, however, by the qualifying sentence "If the Russian's don't," which appears in very small type immediately under the headline.

The map is issued in the form of a hanger 14x24 inches, printed in colors, and showing Japan, Corea, Manchuria and the eastern provinces of the Chinese Empire, with the cities, fortresses, etc., which form the bones of contention between the warring Japanese and Russians.

To Sell Weston Book Accounts.

The plant of the I. A. Weston Co., Jamesville, N. Y., having been disposed of—it was purchased by the Jamesville Mfg. Co., who are continuing the manufacture of bicycle hubs, etc.—the trustee in bankruptcy will offer the book accounts for sale on March 21; they amount to about \$700.

ONE-MAN CYCLE SHOW

Resolute and Progressive Dealer Proves That Such an Event is Feasible

It is not often that one man constitutes a cycle show. But Samuel Robbins, of Rugby, England, who held his second annual exhibition during the third week of February, proved that is not only possible but profitable. Robbins hired the town hall and gave a very creditable exhibition of the different makes which he sells, showing each brand in a booth by itself. He had six stands for that many different well known makes, and also one stand devoted to a line of his own manufacture.

The hall was decorated with flags, and potted plants and palms were used in the booths. The city of Rugby has a population of only 20,000, but the show was a great success. Robbins has been in business for seven years, and has increased his sales from ten machines in his first year to almost three hundred last year. He has done this in the face of strong opposition, as

there are a dozen other cycle agents in Rugby, but the enterprise which has characterized Robbins has been rewarded.

In all nearly one hundred different models were shown, motor bicycles and machines fitted with two speed hubs being the features of the exhibition. He also showed many accessories, such as quick repair devices for tires and attachments to prevent side slipping, which is an almost ever present danger in England owing to the practice of British cyclists of riding in all sorts of weather. A moving picture machine which gave views of a bicycle being made in a factory proved a great attraction with the spectators.

If a show of such magnitude can be successfully promoted in an English city of 20,000 inhabitants, it ought to be possible for many dealers in the United States to follow Robbins's example with profit to themselves. In almost any city where there are halls which can be rented for a nominal sum and a show could be held at a small outlay, in case one dealer did not care to show by himself, several could go into the project together. Being on the eve of the riding season, the months of March and April are particularly good ones in which local shows could be held to the greatest advantage.

GENDRON'S SENTIMENTS

Expressed in Sound and Logical Language—Will Market but two Models.

In presenting Gendron bicycles—the "common sense bicycle at a common sense price"—for the seventeenth season, the Gendron Wheel Company take occasion to review a little ancient history and to draw some comparisons between the past and present condition of the industry.

"Never was the law of the survival of the fittest more forcibly illustrated than in the history of the bicycle industry in the past six or eight years," they say. "It is easily conceded that the survivors, both among manufacturers and dealers in bicycles, must possess certain commendable qualities which have made that survival possible.

"While we with others have been compelled to be contented with a profit too small considering the character of the bicycle construction, yet we take pride in the fact that at no time during the years of over-production and shrinkage in values have Gendron bicycle been sold at a loss. The merit which they possessed has commanded for us, and still more for our agents, that premium in price which has put the balance on the right side. Whatever economy we have exercised in other respects, no expense or exacting care has been spared in the making of Gendron bicycles; thus it has long since come to pass that their reputation is established for being a thoroughly well made, easy running and long-lived bicycle.

"With full sympathy for the unfortunate, and without self-emulation, let us rejoice together that the bicycle pessimist 'is all in.' It is now the fashion to speak well of the bicycle business, and that is proving to be a most stimulating tonic. While 1904 is going to be a good bicycle year, yet the extent of a dealer's success will depend much upon the goods he is selling. In selecting your line of bicycles for the coming year you can't afford to overlook the Gendron and Reliance. They will make sales easy, and command for you good prices."

As in the past, the Gendron Company will continue to confine themselves to one grade of machine, the difference in equipment determining whether it shall be a Gendron or a Reliance model. The former lists at \$40, and the latter at \$35.

The frame is one-inch seamless tubing; joints, all flush and amply reinforced. Flush head fittings with latest improvements and drop forged fork crown are used. The Gendron two-piece hanger construction is deservedly popular. Oval shaped Billings & Spencer cranks are used, and also Parish & Bingham stamped steel sprockets. Diamond chain and Kelly handlebars also form part of the equipment of both lines.



"A rolling sample trunk" is what Manager Eldridge of the Boston branch of the Pope Manufacturing Company terms the Cadillac delivery wagon, shown by the accompanying illustration, and which is used by F. E. Tucker to cover the territory around Boston. Tucker is a salesman, representing the Pope Company's jobbing department, and the wagon is fitted with boxes and compartments which contain samples of sundries as

well as quantities of some of the smaller articles so he can often fill orders for cycle dealers from the stock he has with him. He makes regular trips in the district around Boston within a radius of thirty miles, and, of course, railroad and stage fares are items that never figure in his expense account. The novelty of the idea has proved a good advertisement, and Eldridge says it has helped to sell goods.



CONSTANT STRIVING FOR ONE GOAL IS PRETTY APT TO WIN.

For 12 years we have been consistently working to put the NATIONAL at the top. We have spared no effort, no expense to put it there, and we have succeeded.

What the other fellow has been doing has not interested us much, as we knew that there were enough people in the country who were willing to pay a fair price for a good bicycle to keep us busy making them.

Our old customers have demonstrated to their own satisfaction that the NATIONAL rider usually buys another NATIONAL when he wants a new wheel. Any merchant knows that this kind of trade is valuable. It costs some effort to get it, but it costs little to keep it and less to get the renewal business. The truth of our phrase, "A National Rider Never Changes His Mount," is an ever-earning asset, for every NATIONAL sold has a profit in it for the dealer, and, as each purchaser becomes a satisfied rider, each sale usually means one or more additional sales with corresponding profit.

NATIONAL CYCLE MFG. CO.,
BAY CITY, MICH. U. S. A.

Have you had our 1904 Catalogue? Have you seen the Model 64?



Did it Ever STRIKE You

that

YOU ARE LOSING MONEY

because

You Don't Know MORE about TIRE REPAIRING?

FISK VULCANIZERS

Make it easy.

Outfit is not expensive.

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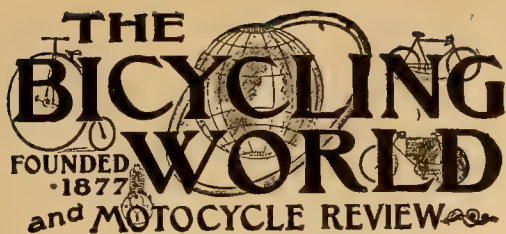
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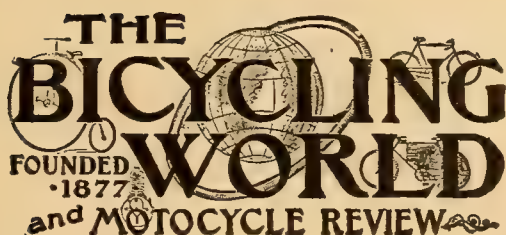
Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, MARCH 12, 1904.

THE REAL CYCLE SHOW

will be the issue of



April 2 next.

How to Keep the Fire Burning.

From more letters received by the Bicycling World since the last issue, and others received by Charles A. Persons, the original agitator of the project for road races everywhere on every summertime holiday, it is evident that the idea is finding many supporters, and that there will be a new activity this season in this direction.

This is cause for thankfulness, and it is to be hoped that much will come from it.

It is manifest, however, from some of the letters and from the personal talk of some dealers that many of those who are taking an interest in the project have not caught the true spirit of the idea. In order to reap the full benefits from a renewed interest in cycling and a revived activity in road riding, the thing most necessary is to furnish the newspapers with material enough to insure a continuous publication of cycling news and gossip. The publicity is the main thing sought, and the promotion of races is to a large extent only a means to this end. The races themselves will do a great deal toward stirring up interest and keeping it alive, but it is the newspaper talk of the preparation for these races, the rivalry of the riders and the interest being taken that will do more. The running of one race and the report of it in the local papers will accomplish almost nothing. The whole value of the idea lies in keeping it up. The scheme is exactly that of the clever advertisers who compel success by "keeping everlastingly at it." What is wanted is to have the press of the country teem with cycling items somewhat as they did some years ago. It will not be possible to get so much cycling news printed as during the boom days, nor will it be necessary. Much less will be sufficient to stir up an interest and activity that will result in a harvest of business.

In this view of the matter it is seen how preposterously childish and silly is the remark of a dealer who says that he will get up one road race on the first holiday, and if that is not a success and does not boom things he will do no more. This is as bad as if a man expected to build up a big patent medicine business from one "ad" inserted once in a daily paper, and it is about on a par with the sentiment of another dealer who says that he will give a bicycle for a prize and will do no more, because he cannot spare time from his business. It is the concerted action of all, the interested, earnest action and the keeping at it that will count, and to put forth this earnest action

is as much the business of the dealer as anything to which he can give his attention.

In the old days the men who were foremost in the clubs, and the most active in promoting all sorts of events were the biggest and most prosperous dealers in the locality, or, to put it the other way, the most successful dealers were the most active in promoting the sport. Prominence in one direction was always associated with prominence in the other direction. This is as it should be.

In all except the very largest cities, the newspapers will be willing and eager to print cycling matter. The material for it must be made by a general and persistent activity, and the items must be sent to the papers. This is the end of all this rousing of the clans. Let all dealers get that idea firmly fixed in their minds, and let them realize that it is to their business interests to get out and work with persistence, not once, but all the season, toward this end.

Make the news and gossip by stirring up action, and then see to it that the papers get it. They will all welcome it, and if even a small "ad" is carried by the dealers it will be all the more welcomed and given prominence.

This is the idea, and if it is followed out big results will follow. It is the business of dealers to follow the idea.

"Sizing up" the Purchaser.

The unsuitable character of their machines is responsible for the lukewarmness of not a few riders. A large number who are incapable of making a wise choice themselves are safeguarded by the dealers, who see, as far as possible, that they do not go very far astray in making up their specifications. But other dealers lack the foresight to act the part of a Mentor, or are too anxious to make a sale to stop and give advice about the equipment of the machine which may not agree with the buyer's wishes. This indifference frequently proves a boomerang, did the offending dealer but know it, the riders finding themselves unable to get the expected pleasure out of the bicycles.

So many things enter into the choice of a machine that riders sometimes lose themselves in the maze of advice proffered by friends or dealers. As a rule, the latter know what is best for the customer and can, if they will, put him on the right track. The obvious course is to "size up" the rider, to see whether he belong to the genus scorcher, or is a "potterer"; whether he is physically constituted and mentally inclined

to ride fast and far, or merely wishes to ride for exercise or as a diversion; whether he is short and stout, or long and lean; these and a dozen other physical and mental attributes should weigh in the matter of choosing a machine.

It is quite as absurd for a slender man, of small stature, to choose a heavy machine and load it down with weighty equipment, as for one of massive proportions to select a machine with low-frame and light weight, and have fitted to it small tires, a springless saddle and drop bars. Yet these and similar anomalies are frequently encountered.

The kind of use a machine is to receive,

back sufficiently to enable the rider to grasp the grips by bending forward just a little. A forward turned saddle post, in conjunction with a moderately straight diagonal, is now admitted to give the best position over the pedals. The latter are no longer invariably rat traps. The comfort of rubber pedals is beginning to be realized, consequently more of them are used than at any time since rat traps became practically universal.

A little study of such matters as these will give any rider an insight into his real needs, and prevent some of the mistakes so often made.

is an astonishing reduction compared to half a dozen years ago, when probably every part of the equipment was optional.

This limitation of the options is not carried to unreasonable lengths. A rider must be hard to please if two or three heights of frame, the same number of front and rear sprockets and saddles and a couple of tire makes do not give him a sufficient range of selection. Some will ask for a choice of crank lengths, but there are few cases where a seven inch crank will not answer. There was a time when different shapes and sizes of handlebars were considered essential; but adjustable bars and the decreased demand

SEASONABLE ADS FOR AGENTS.

A SAMPLE RIDE FREE.

We have so much faith in the convincing qualities of the 1904 — bicycle that we permit you to "try before you buy." We are satisfied that if you try it you'll buy it. It is the most glorious bit of mechanism ever fashioned into a bicycle—the kind that induces people to cycle again. And you can't deny that cycling is the best of all exercises. It not only affords exercise, but it takes you somewhere and permits you to see something—and not the same old thing over again.

and the characteristics of its owner, should to a considerable extent decide its specifications. The non-scorcher is best suited with up-turned bars, a comfortable spring saddle, tires of fairly large diameter, and—usually—a moderate gear. There are cases however, where a high gear will suit better, owing to an exceptionally strong physique, although it is a common error to gear too high. Anything over an 80-inch is now considered high, and anything under 70-inch low. Riders who go in for comfort—and most of them are beginning to do so—are likely to be best suited with a cushion frame and a coaster brake. The latter is especially good in hilly and rolling districts, and is not apt to appeal so much to riders in flat countries. The frame should be of such a height that an inch or two of saddle post is exposed, and the handlebars, for the non-scorcher at least, should be brought

Did you ever Feel Better or Have More Fun

than when you rode a bicycle? It's safe to say you did not. Then why not ride again? Bicycles are better and more comfortable than they ever were before. If you had ridden a ——— with a cushion frame or coaster brake you probably never would have ceased to ride. Drop in and look over our line.

Absence of Option Trouble.

To the minimizing of the option evil—or abuse, as some prefer to term it—is due the very great lightening of the labor imposed on the shipping departments of the various factories. Where shipments were formerly delayed, and hundreds of crated machines held up by reason of their being regular, whereas orders called for options, they are now assembled in such shape that they are almost certain to be sent out on receipt of orders.

We have but to peruse a catalogue of today to understand why this is now possible. Under the head of "options" a short paragraph takes the place of the lengthy ones that were formerly found. One catalogue now before use has but four options—viz., on frames, sprocket wheels, saddles and tires—two on the machine proper and two on its equipment. This is probably a smaller number than most makers give, but even so, it

for other shapes has pretty nearly done away with this necessity, too. In short, riders are much less exacting than formerly, and makers find it a much easier matter to narrow the option list than ever before.

Sam Robbins, of Rugby, England, is of the stuff of which real merchants are made. Rugby is a long way for American dealers to go for an example, but the example of Robbins, who all alone held a most presentable cycle show in the Rugby Town Hall, as detailed in another page, should prove an inspiration for cycle dealers in whatever town and whatever country. It is small wonder that Robbins's annual sales have increased from ten to three hundred bicycles. May they increase to ten times three hundred!

If you kick at every dog that barks you'll make slow progress.

More Evidence of the Retail Trades Awakening.

Worcester, Mass., March 7, 1904.

Editor The Bicycling World:

From my correspondence I take two letters; they suggest a boy with a hook and line by a stream full of fish; all he needs is bait! (Hot off the bat.) If I made tires, I'd send these men tires; if I made bicycles, I'd send them bicycles; if I made coasters or lamps or cyclometers I would send what I made. Verbum sat sapienti. But they will get saddles. What else?

Read:

Tampa, Fla., Feb. 25, 1904.

The Persons Mfg. Co., Worcester, Mass.

Gentlemen: We note in The Bicycling World of February 13 that you expect to put out a number of Persons saddles during the summer as prizes for racing contests.

We expect to have some interesting road races here during the summer, and would like to know what prospect there is for us to secure some of your prize saddles. Under what condition will you put them out?

We handle the Racycle and are going to make an heroic effort to stir up the racing blood in our riders. If there is any of it left (and we are confident there is an abundance of it), we shall endeavor to force it to manifest itself.

As an incentive, we expect to offer several prizes, and if you can assist us we assure you that your assistance will be greatly appreciated.

Kindly let us hear from you, at your convenience, and greatly oblige, Yours very truly,

HANNA CYCLE CO.

Just note that Mr. Hanna thinks there is an abundance of sporting blood left in the Tampa riders and that they are going to make an heroic effort to stir it up. That is what we are working for from Bangor to Los Angeles, Bay City to Tampa.

Terre Haute, Ind., March 3, 1904.

The Persons Mfg. Co., Worcester, Mass.

Gentlemen: Our association, consisting of all bicycle dealers and repairmen in our city, have decided to hold a series of road races and coasting contests, covering respectively the dates of Decoration Day, Fourth of July and Labor Day.

Our members have responded very liberally towards a numerous and attractive list of prizes.

When, however, we apportion them to the various events they do not make quite as good a showing as we would rather like.

We have, therefore, decided to kindly ask you to extend us a helping hand in our endeavor to again create a more general interest in cycling by favoring us with a donation of such articles to be used as prizes as you think proper. Your very truly,

J. FRED PROBST, Sec. and Treas.

What manufacturer with something more than water in his veins but will find the above letters uninteresting? Evidently here are cases where a great deal of good can be done. What a pleasure it would be to learn

that some enterprising producer had lent a hand. Hastily yours,

CHARLES A. PERSONS.

Post Scriptum: What are the dealers in Dayton, Indianapolis and Buffalo going to do about races?

Terre Haute, Ind., March 4, 1904.

Editor The Bicycling World.

Our Dealers' Association has taken a cue from Mr. Persons's letter in your publication and has decided to hold a series of road races and coasting contests on Decoration Day, July Fourth and Labor Day. Our members believe that more activity on their part is necessary to arouse the dormant interest in rational road riding. Each member of our association has agreed to turn out each Sunday morning or any other appropriate time, when the weather will permit, with a party of friends for an easy ride into the surrounding country. We are inclined to think this is one of the best means of gradually renewing the interest in this somewhat neglected feature of cycling.

The modern type of bicycle certainly affords the easiest way to get out into the pure air and sunshine, and by its use much pleasure and recreation can be had with very little effort. If good judgment is used in the duration of the rides and good roads are selected, much benefit must accrue if the runs are continued regularly. There is an abundance of good roads in this vicinity, and the bicycle industry from the dealer's standpoint should be greatly benefitted.

If dealers were willing to set a practical example themselves by taking riding trips regularly and would use their bicycles in their journeys from their homes to their stores, in short, if they become "cycle enthusiasts" themselves, an improvement in the bicycle trade would soon manifest itself. One's business is what he makes it. In perhaps no other business does enthusiasm pay such large and immediate dividends as in the retail cycle trade. Enthusiasm begets enthusiasm, therefore let dealers fill themselves to the brim with it and impart it profusely to others.

And now, Mr. Dealer, a heart to heart talk with you about the very important part which a well edited trade journal plays in the welfare of your business, which always is uppermost in the mind of its editor. In the first place it keeps you posted about the doings of cyclists and dealers elsewhere. Secondly, the advertising pages keep you informed in matters pertaining to your stock.

It will also pay you to read and carefully study the form and style of the many well written advertisements, as thereby you can gradually acquire ability to write your own advertisements to the best advantage. The bicycle business needs publicity. That the right kind of advertisements in the proper mediums bring results is an assertion not to be questioned.

And lastly, and by all odds the most important, are the editor's articles relating to your progress and welfare. These should be an inspiration to pull yourself out of the rut and become energetic and progressive. Use up to date methods in your store and repair shop—in a word, "wake up."

Therefore reach down into your pockets for \$2 and send the amount at once to the Bicycling World, than which there never was published a more persistent advocate for the welfare of the cycle industry. Twenty-two years in the cycle business has taught me some lessons. This is one of them. Yours very truly,

J. FRED PROBST.

Worcester, Mass., March 8, 1904.

Editor The Bicycling World: "The spark is kindled" in its home in this city, the place where Persons lives. Last evening, in a driving rain, the cycle dealers gathered in spite of it and laid the lines for a twenty-five-mile road race, and in one day pledged some \$700 in prizes, with enough more in sight to make up \$1,000 for a prize list. This includes almost a dozen high grade bicycles, a gold watch, a gold medal and enough more of good value to attract a big entry list. We shall probably run the race on May 28, evening. We propose to make this the event for New England for the year, and in taking this early move hope to set an example for the trade to follow all over the country. I believe that too much credit to the work of Charles A. Persons cannot be given for stirring up the racing sentiment, and the very able backing your paper is giving well seconds his efforts. Make a push on dealers elsewhere, and if cycling don't thrive it certainly is a sick patient. Fraternally,

LINCOLN HOLLAND.

Worcester, Mass., March 8, 1904.

Editor The Bicycling World: Just to show you the enthusiasm of the bicycle dealers of Worcester, permit us to call your attention to a meeting held at the Hotel Pleasant, this city, last evening, in which all the local dealers participated. They evidently had read with good effect Mr. Persons's letter to the Bicycling World—which, by the way, has always been a consistent supporter of the trade—and it has created a "new spirit within them." We have decided to inaugurate a series of road races such as will bring back memories of the old days. Now let the dealers of Boston, Springfield, Hartford, New Haven and Bridgeport wake up or "go back to the woods." Fraternally yours,

LEMONT & WHITTEMORE.

Tampa, Fla., March 3, 1904.

Editor The Bicycling World:

The idea that the bicycle dealers in the various cities and towns throughout the United States should offer prizes to winners of bicycle road races is a good one, and should be carefully considered by every dealer who wishes to see things move.

It is our intention to work up a number of

road races here this summer, and we expect to give some nice prizes.

It occurs to us that it would create quite an interest in cycling if each dealer would contribute a prize. At each race let one of these prizes be given to the winner. Then, if the dealers would each contribute to a common fund and with the amount raised in this way, purchase a handsome prize to be given to the winner of the final contest, it would make it still more interesting. The final contest should be between the winners of the other contests.

It would be a little thing for only a few dealers to adopt this or a similar plan, but if the movement were a general one, it would be a big thing, and cycling interest would reach a point that it has not touched during recent years.

HANNA CYCLE CO.

Persons Arouses his Home Town.

Charles A. Persons has been practising what he has been preaching. Not only has he been freely contributing Persons saddles to the prize lists of all projected road races, such as he has been so strenuously urging as a stimulant for the trade, but on Saturday evening last he called together the retail dealers in his home city—Worcester, Mass.—and fired them with a semblance of his own enthusiasm and commonsense. As a result, Worcester will have a rousing road race on either May 28 or 30, with a prize list that cannot fail to prove impressive. Mr. Persons presided at the meeting, and L. C. Havener acted as secretary. These prizes were subscribed at the meeting: Gold watch and chain, Charles A. Persons; gold medal, H. S. Judd, of the Park City Mfg. Co., Chicago; nine bicycles valued at from \$60 to \$100, one each from Lemont & Whittemore, Iver Johnson Sporting Goods Co., J. W. Grady, L. C. Havener, A. B. F. Kinney, Lincoln Holland, George Clark, Alsten & Goulding, Charles S. Hurst; camera, George Freeman; three cycle sweaters, J. W. Grady; pair of chains, Baldwin Chain Co.; three racing saddles, Persons Mfg. Co.; subscription to Worcester Telegram one year, Worcester Telegram Co. This is the largest list of prizes that has been given at a road race in Worcester.

Taylor's Injuries not Serious.

Further advices from Australia bring the news that Major Taylor's injuries were not as serious as had been at first thought. He was injured on February 18 by colliding with his opponent in the second heat of a match race with Iver Lawson, and had to be taken to a hospital, where the physicians said he would not be able to ride again for a month. Taylor won the first heat by a wheel's length.

Two days later, however, Taylor had improved vastly under his wife's careful nursing, and his fever had abated. Several stitches were taken in his wounds, but he was expected to be out very quickly. His fall at Sydney was his second serious one, the other being at Boston.

LEWIS HALS IT

At Last Moment, Up-State Assemblyman Wants Motorcycle Bill Amended.

After passing three readings without objections of any kind, when, on Tuesday last, the Hill-Cocks automobile bill came up for final passage in the Lower House of the New York Legislature, Assemblyman Lewis, of Fulton, Oswego County, stayed its progress and had it recommitted to committee for amendment, despite the effort of Assemblyman Cocks to prevent it. He desires that motorcycles shall be required to stop on signal from any driver whose animal may give evidence of restiveness—a procedure which any decent man, regardless of his means of locomotion will pursue, law or no law.

The bill, it will be recalled, is the same which originally bracketed motorcycles and automobiles. The Federation of American Motorcyclists acted promptly, and had it so amended that motorcycles were specifically exempted from its provisions, and, as stated, no obstacle was presented until Mr. Lewis interposed himself.

The amendment which he proposed is not of vital importance, but as the F. A. M. aims to absolutely divorce motorcycles from automobiles, Chairman Schwalbach of the Legal Action Committee moved quickly and used the wire freely to obtain a postponement of the committee's consideration of the amendment. Both Mr. Schwalbach and President Betts will go to Albany if necessity arises, but meanwhile the motorcyclists' friends in the Assembly and in the Senate have been called on to bring their weight to bear, and there are excellent prospects that the threatened amendment may be averted.

Date Set for Motorcycle Hill Climb.

The New York Motorcycle Club has set its annual open hill climbing contest for Decoration Day, May 30. It will not, however, occur on Riverdale Hill, which was employed last year; a steeper grade will be sought. The club opens its outdoor season on Sunday next, a run to Coney Island being scheduled. A committee on uniform was appointed at the meeting on Wednesday night, and will render a report on this vexing question next month.

Dorlon in Form in Florida.

Oliver Dorlon is developing into a fast sprinter, as he proved last Sunday at Jacksonville, Fla., by defeating Root and Krebs in the final of the half mile open. The one mile handicap was accounted for by Charles Hadfield, who rode from the 120 yard mark. The back mark men never caught the limit men in the handicap. The track was very slippery from a recent rain and Dorlon's victory in the open was partly due to his ability to ride the wet surface.

The summaries follow:

Half mile open: first heat—Won by Floyd

Krebs, Newark; Oliver Dorlon, Brooklyn, second; George Leander, Chicago, third. Time, 1:14.

Second heat—Won by Charles Hadfield, Newark; E. F. Root, Boston, second; L. R. Lake, Brooklyn, third. Time, 1:17 1-5.

Final heat—Won by Dorlon; Root, second; Krebs, third. Time, 1:00 2-5.

One mile handicap—Won by Charles Hadfield, Newark (120 yards); L. R. Lake, Brooklyn (160 yards), second; J. Frank Galvin, Hartford (100 yards), third. Time, 1:59 4-5.

One mile motor bicycle exhibition—Franz Hoffman, Boston. Time, 1:18.

Sunday Racing Again at Vallsburg.

Vallsburg will have Sunday racing again, and the one really successful track in the East will again become the center of activity. Racing will be resumed there on April 3, the first Sunday in the month. Thomas Connelly, the newly elected Mayor, is known to be in favor of permitting races to be run there on Sunday, and as the former opponents have also seen the light the Newark suburb will again be the mecca for racegoers. It is not settled whether the present track will be rebuilt or an entirely new one constructed. This winter the grandstand was almost completely destroyed by fire, and work will be commenced on a new one at once.

Fowlers Plan Race and St. Louis Tour.

The Fowler Wheelmen, of Providence, R. I., are planning to hold a road race under the organization's auspices this spring, probably on Decoration Day. The course has not been selected, but the club's racing board will soon announce its selection. A Davidson, G. Hawkins, S. Wilson and G. Battey, of the club, are planning a bicycle trip to the St. Louis Exposition this summer.

Germans to Visit St. Louis.

The League of German Wheelmen has arranged to send a team of bicycle polo players and several fancy riders to the Louisiana Purchase Exposition at St. Louis next summer; in addition, there will be a number of German racing men, who will compete in the events during the first week of August.

Springfield Indians Getting Together.

The Indian Motorcycle Club is forming in Springfield, Mass. It will probably be brought into being within the next three weeks. The paper which is being passed around for signatures call for the establishment of club quarters and the adoption of a uniform.

Long Run Planned by Newarkers.

A cycle run from Newark to Washington, D. C., is planned for this spring by the Bay View Wheelmen, of Newark. The tour will be made soon after riding conditions are favorable. This will be the longest run ever undertaken by the club.

"AMERICA'S" OFFICIAL SLATE**Result of Annual Elections Show few Changes in the Various States.**

A full list of the officers of the various divisions of the Century Road Club of America has just been completed by the executives. It is as follows:

California.—Centurion: A. L. Mace, 901 Powell street, San Francisco; secretary-treasurer, F. O. Bratton, 958 Valencia street, San Francisco.

Colorado.—Centurion: William H. Kueck, Box 463, Colorado Springs.

Connecticut.—Centurion: Napoleon Rattotte, 159 Helen street, Bridgeport.

District of Columbia.—Centurion: Robert C. Williams, Auditor's Office, Postoffice Department, Washington.

Georgia.—Centurion: R. L. Cooney, Box 237, Atlanta.

Illinois.—Centurion: J. A. Peterson, 941 Melrose street, Chicago; secretary-treasurer, Arnold J. Rennen, 460 Cleveland avenue, Chicago.

Indiana.—Centurion: Albert Black, Albion.

Iowa.—Centurion: William S. Lynn, Jefferson and Third streets, Burlington.

Kansas.—Centurion: S. C. Schmidt, Marysville.

Kentucky.—Centurion: Grant Green, jr., 432 West Main street, Louisville.

Maryland.—Centurion: Samuel M. Warns, 1906 West North avenue, Baltimore.

Massachusetts.—Centurion: Fred I. Perreault, 137 High street, Boston; secretary-treasurer, Thomas S. Floyd, 79 Revere street, Winthrop.

Michigan.—Centurion: H. R. Huntington, Benton Harbor.

Minnesota.—Centurion: Thomas L. Bird, 67 West Seventh street, St. Paul.

New Hampshire.—Centurion: Lester G. Stevenson, Fremont.

New Jersey.—Centurion: Harry Early, 12 West Forty-first street, Bayonne; secretary-treasurer, Joseph Sesta, 309 First street, Jersey City.

New York.—Centurion: Charles L. Shoenart, 92 St. Marks Place, New York; secretary-treasurer, Fred E. Mommer, 54 East Ninety-first street, New York.

Ohio.—Centurion: Charles F. Henderson, 146 Seelye avenue, Cleveland; secretary-treasurer, R. W. Blanchard, 444 Huron street, Cleveland.

Pennsylvania.—Centurion: William F. Watson, 122 Price street, Germantown, Philadelphia; secretary-treasurer, Urania Tyrel, 154 North Twentieth street, Philadelphia.

Rhode Island.—Centurion: Albert D. Rice, 11 Barton street, Pawtucket.

West Virginia.—Centurion: Herbert B. Swindell, Beverley avenue, Morgantown.

Wisconsin.—Centurion: Allen J. Hoffman, 747 Sixth avenue, Milwaukee.

Canada.—Centurion: F. H. J. Ruel, Bank of Montreal, St. John, N. B.

Mexico.—Centurion: William R. Marshall, F. C. Nacional de Mexico, Apartado 322, Mexico City.

Philippine Islands.—Centurion: Lieutenant Louis J. Van Schaick, U. S. Army, Manila.

Polson Wins in Buffalo Armory.

W. F. Polson, of the Rambler Bicycle Club, won the five-mile bicycle race at the games of the 65th Regiment at the Broadway Armory in Buffalo on the night of March 4. The event had eighteen starters, and was run off in three heats of two miles and the final. The first three men in the final heat were all members of the Rambler Bicycle Club, whose colors Walter Bardgett will wear in his race in Europe this year.

The summary follows: Five-mile open; two-mile heats; two in each heat and third in fastest to qualify for final.

First heat—Won by W. F. Polson, Ramblers; Alfred Mercer, 65th Regiment A. A., second; Gurney Schue, Cleodoras, third. Time, 5:24 4-5. Also ran, Charles McCracken and R. A. Lewis, Woodbines. Scratched, John Baker, Ramblers; H. Hennessey and H. Indermauer, Woodbines.

Second heat—Won by R. J. Hoover, Ramblers; Joseph Nagle, Ramblers, second; E. J. Hanks, Cleodoras, third. Time, 5:32 2-5. Also ran, J. A. Gittere, German Y. M. C. A.; A. L. Gittere, Woodbines; J. Schuler, Walden A. C.

Third heat—Won by Fred Schudt, Ramblers; A. Baumler, Cleodoras, second; C. A. Silker, Ardells, third. Time, 5:37 4-5. Also ran, A. W. Holmes, Ardells; W. Bauman, Woodbines; Charles Gruber, Walden A. C. Scratched, Valentine Jehle and William Eidel, 65th Regiment A. A.

Final heat—Won by W. F. Polson, Ramblers; R. J. Hoover, Ramblers, second; Fred Schudt, Ramblers, third. Time, 14:10. Also ran, Alfred Mercer, 65th Regiment A. A.; Joseph Nagle, Ramblers; A. Baumler, Cleodoras, and Gurney Schue, Cleodoras.

Ellegaard Badly Beaten.

The triple champion of the world, Ellegaard, started the 1904 season in a very poor manner when he met his old rival, Jacquelin, in a match race recently in Paris.

The French crack, who has been performing in a creditable manner of late, was in fairly good shape, while Ellegaard, who only arrived in Paris two days before the race and had not ridden a wheel for two months, was entirely out of condition. It was not surprising, therefore, to see Ellegaard badly beaten in both heats.

Cooke Selects his Chairmen.

President George L. Cooke of the League of American Wheelmen, has appointed the following chairmen of national committees: Rights and privileges, William M. P. Bowen, Providence; highway improvement, Hibberd B. Worrell, Philadelphia; touring, Abbot Bassett, Boston.

MONITOR'S CLEAN SWEEP**Brooklyn Club Wins Both Home Trainer Contests—Fast Time in Finals.**

The Monitor Cycling Club, of Brooklyn, made practically a clean sweep in the finals of the home trainer contests, which were finished up last Saturday night at the cycle show in Madison Square Garden. The speedy members of the Brooklyn organization who brought victory to their colors were Adolph Krohn, who won the one-mile American championship, and Frank Ericksen, captain of the club, and E. O. Rosengren, the latter pair winning the deciding heats of the team contest.

It was necessary for Krohn to meet and defeat four different opponents on as many nights in order to qualify for the deciding heats on Saturday night. In the team race, Ericksen and Rosengren first defeated Clausen and O'Keefe, representatives of the Tiger Wheelmen on Thursday night and Wientz and Cranston of the National Athletic Club on Friday before they were entitled to compete against the Prospect Wheelmen team in the final heats on Saturday.

Krohn, Arthur Kiewitz, of the Grace A. C., and Ferd Williams, of the Prospect Wheelmen, had qualified for the finals of the one mile event, Krohn, though drawing a bye on Friday night. Krohn and Kiewitz met in the first heat which Krohn won in 1:08 4-5. In the second heat Krohn defeated Williams in 1:07 4-5, which is a new competition record. Williams and Kiewitz then met for the second prize, and Williams won in 1:09 3-5. All of the victories were by very small margins. Krohn used a machine geared to 118, while his opponents used 128 gear.

Krohn and Williams had been drawn for the second heat of the club team race, but were too exhausted to ride. O. E. Rosengren Monitor C. C., and George Holzhauer, Prospect Wheelmen, met in the first heat, and Rosengren won. The time was 2:28 1-5, the first mile being covered in 1:13 4-5. In the second and deciding heat, Frank Ericksen, Monitor C. C., defeated William Felhaber, Prospect Wheelmen, in 2:31 2-5, the first mile being ridden in 1:16 1-5. Both heats of the two mile event were won by almost a quarter of a mile.

The races were promoted by the Associated Cycling Clubs of New York City, and were run under the direction of President Joseph Oatman. The prizes were the Pope silver cup for the team club, and a Columbia chainless for first, and a Rambler for second in the one mile championship. The winners will receive their prizes at the annual reunion of the A. C. C. in "The Dungeon," 70 Columbus avenue, on March 26. The prizes for the New Year's Eve race to Yonkers and Tarrytown will be awarded at the same time and place.

CORRECT CARBURATION

Expert Explains the Principles and Points out Effect of Engine Speeds.

In the old surface type of carburetter the supply of gas and air admitted to the combustion chamber was constantly being varied by hand, depending on the fluctuating work of the engine, the temperature of the air and the amount of moisture it contained, etc. With the total abandonment of this type, and the substitution several years ago of "mixing valves," atomizers and similar devices, most of them using some form of float feed, practices varied. Most makers aimed at producing a device that did not have to be varied constantly; they set it so as to strike an average, and managed to obtain pretty fair results. Others, however, preferred to provide a means of increasing or decreasing the air or gas, even at the risk of the device falling into incompetent hands and going wrong.

About a couple of years ago the Krebs carburetter made its appearance in France, and since then many "automatic" or "compensating" carburetters have been brought out. They aim to perform automatically the task of delivering a perfect mixture, usually by providing an auxiliary air inlet, to aid the regular one when it is unequal to the task imposed upon it, and a very considerable amount of success has attended their use.

The subject is discussed in an interesting and able manner by Henri Walcker, a member of a well known French concern which uses a carburetter of the type under discussion.

"What are the principal components of the modern carburetter?" he asks. "A vessel into which the gasoline is drawn by the suction of the motor, and subsequently volatilized and mixed with air, which, combined in suitable proportions with the spirit, form the explosive mixture. How, then, is the correct proportion of spirit and air to be arrived at—i. e., how is perfect carburation obtained? To commence with, the air inlet is made of larger diameter, while the gasoline spray is of considerably smaller proportions. When the motor commences to induce the charge of air, this air is bound to draw with it a certain proportion of gasoline vapor. It therefore becomes necessary to increase the area of the air passage in ratio to the demands of the engine, otherwise the induction would be literally throttled and the motor, taking in an insufficient charge for its requirements, would not develop its maximum power, and would, in fact, become an 'anæmic engine.'

"It follows, therefore, that the speed of the air in the carburetter will decrease in proportion to the speed of the engine. As already mentioned, this current of air will

absorb a certain quantity of gasoline vapor. Let us, for argument's sake, imagine for the moment that we have perfect carburation. What happens if we increase the speed of the motor? It is a well known fact that carburation must perforce change, and that it will be necessary by means of some device to introduce an additional quantity of air to insure perfect results. Practice has taught us this.

"As the motor increases its speed and its suction the pulsations become more intense, and it draws in more rapidly the bulk of air situated at the moment above the valve, the volume becomes more rarefied; its molecules tend to dilate in the same manner as smoke rising from a chimney is affected by the action of the wind; its density decreases. This is what is meant when it is said that the suction (French, *dépression*) increases. But the gasoline, which by reason of the increased suction has flowed in a greater proportion, owing to its being a liquid and incapable of compression or expansion, has retained its density. We have consequently too rich a mixture. This is one reason why, if we again desire to establish perfect carburation, it is necessary to introduce an additional quantity of air. But this is not, however, the only reason, for there is a second one, probably of greater importance. This concerns the inertia of the jet of liquid. The gasoline motor draws in its charge intermittently. Suction is only one of the four periods which form the complete cycle. After the first period the induction valve closes abruptly, instantly arresting the air current, which impinges against the obstacle barring its progress without further affecting the working of the motor. But will the gasoline cease flowing as abruptly? The answer is obviously in the negative. In consequence of its inertia the spray, which has already attained a certain velocity, and which enters by a different channel from that of the air, while differing from the latter in not being closed absolutely by a valve, will continue to flow for a period before gradually stopping for the static reasons given. We therefore have in each pulsation an excess of gasoline which must be corrected by additional air. The air must be augmented as the speed of the motor increases, since the inertia of the jet will be increased by reason of this extra speed. For precisely the same reasons, if the speed of the motor is decreased, it will be necessary to gradually close the auxiliary air inlet until it is closed entirely. It will even be necessary to go beyond this when the motor is running at very low speeds, for a third reason, as follows: Since the gasoline is situated at the bottom of a small jet, comparatively shallow, yet of appreciable depth, it results that the current of air must be of sufficient velocity to produce the necessary suction for raising the petrol to the required height.

"If it is desired to drive the motor very slowly it will be imperative, for the reasons given above, to diminish, and eventually to

entirely close, the auxiliary air supply in order to maintain the carburation in working proportions. But a time will come eventually when the sectional air passage, which has already been reduced to its minimum, will still be too large to produce sufficient suction to raise the gasoline; and then, the motor drawing in nothing but air, the required explosion will not take place. It will therefore be imperative, in order to prevent the motor from stopping, to increase its speed so as to augment the velocity of the air current, unless another means be available, which may be automatic or controlled by the driver, by which the area of the air passage can be reduced for the purpose of inducing greater suction on the jet.

"From the foregoing elementary remarks, which I have endeavored to make as clear as possible, it will be gathered that perfect carburation—that is to say, the proper dispensation of the explosive mixture—is entirely dependent on the suction produced in the carburetter. If, therefore, it be possible to produce a constant unit of suction, the supply of mixture will be constant and the carburation will consequently always be perfect."

Detroit Club Dines Dignitaries.

More than two hundred members of the Detroit Wheelmen attended the annual banquet of the organization, which was held at their clubhouse on the evening of March 7 to celebrate the twenty-fifth anniversary of the club's founding. The dining room was decorated in yellow and black bunting, the colors of the club. Two shields, with black backgrounds and dates in silver and gold figures, respectively, marked the period of the club's existence from 1879 until the present year. Flags, potted palms and cut flowers were used to decorate the banquet hall. One of the speakers was Mayor William C. Maybury. President Louis Schneider was toastmaster for the occasion, and he carried out his assignment well. In his opening remarks he spoke briefly on the history of the organization and complimented the members for their sociable qualities. Other speakers of the evening who responded to toasts were as follows. Mayor William C. Maybury, on "Good Fellowship"; Judge R. E. Frazer, on "The Uses and Abuses of the Wheel"; Judge Phelan, on "Past, Present and Future of the Detroit Wheelmen"; A. H. Griffith, on "First Anniversary," he being the first president of the club; C. S. Schermerhorn, on "A Heart to Heart Talk," and H. S. Earle, on "Success." Short responses were also made by Police Commissioner Fowle and P. H. A. Balsley and members of the organization's board of directors.

Cyclist Gets Damages From Actor.

Coquelin, the French actor, has been sued by a cyclist who was run over by the actor's automobile. The court, after a preliminary hearing, considered the claim serious enough to allow the cyclist \$200 as temporary damages while the trial is in progress.

WHEN ENTHUSIASM RULED

How Racemeets of the "Good Old Days" Were Boomed—Battle Creek's Way.

"Does the present day promoter advertise his races as effectively as his amateur predecessor did in the years of '96, '97 and '98?" This was one of the subjects discussed by a number of old timers during the Cycle Show in Madison Square Garden last week. A Westerner present said he did not think so, giving his reasons about as follows: In these days a promoter confines his advertising to too limited an area. He will take some space in the newspapers of his city, post some bills on boards usually used for theatre advertising, and perhaps have a few small cards put in windows of stores on the principal business streets.

He will of course supply his local sporting editors with notices regarding the riders who are expected to appear at his track, but too often his notices are lengthy and uninteresting, particularly from the standpoint of news. And the majority of promoters of to-day appear to regard the bicycle dealers as enemies rather than as friends.

"To give an example of the old methods," continued the Western man, "I can recall the case of the men who formerly promoted the races at Battle Creek, Mich. Right at the outset they were almost barred from running their races on Saturday, as their city is the stronghold of the Seventh Day Adventists, who, of course, would not attend the events if held on their Sabbath. Neither did they have a very large city to draw from, as Battle Creek had a population of less than twenty thousand. But the promoters did not rely solely on the citizens of their city for spectators. One of them would take a number of window cards, mount his bicycle and ride out on one of the main roads leading from the city. He would stop at every cross-roads store within twenty or thirty miles of the city, leave one of his cards and tell the storekeeper who the riders were that would be at the track to compete in the races.

"Others of the half dozen who were interested would start out in other directions and thoroughly cover all of the territory within at least twenty miles of the city, not neglecting to see every bicycle dealer inside of the same radius. In addition to the cards which were so well and widely distributed, cuts of the more prominent riders and stories about them would be furnished to all of the weekly and semi-weekly papers which circulated in the vicinity.

"The promoters were careful to ascertain what make of bicycle each man used in the races. Then they would go to the different dealers who sold the machines and suggest that it would be of mutual benefit, if the

dealer would place in his show window a picture of the racing man who rode the bicycle for which the dealer was the local agent. Such pictures, particularly when hung in the frame of a racing model, made an effective window display and advertised both the bicycle and the race meet.

"The dealers and promoters would also unite in asking the local daily papers to print some accounts of the other races on the Circuit, so when the Circuit Chasers appeared in the city many people would know who had been winning the most races. If the racing men reached the city a few days before the races, the public was invited to go out to the track and watch the men train.

"These methods were so effective that it was always necessary to erect a temporary grandstand. The one permanent stand would seat about three thousand spectators, but another just as large would be entirely filled when the first event was called. Many times more than ten thousand people cheered Bald, Kiser, Loughhead, Bliss, Titus, Cooper and other stars who raced on the half-mile dirt track."

The New Crop of Professionals.

Although the list has never been made public until this week, it has been known for some time that there would be many new faces in the ranks of professional racing men this year. The majority of the twenty-two men whose names are given were asked to change their racing complexions last fall after the outdoor racing season had ended. Dorlon and Dove have already ridden as professionals, and Hollister has gone in search of Australian gold.

One of the best known of the New Englanders is credited with sending a courteous and amusing reply to the letter from the Chairman requesting him to register as a professional before doing any further racing. He wrote that for his part he would much rather continue as an amateur, as he had banked several hundred dollars as a result of his 1903 campaign, and was fairly sure he would not be able to do quite so well as a professional. But in view of the polite request, and rather than cause the board of control any trouble, he would send in \$2 for his 1904 registration card and enter in the professional events.

The additions to the professional ranks are as follows:

Oliver Dorlon, Brooklyn, N. Y.
Joe Fogler, Brooklyn, N. Y.
Adam Beyerman, New York City.
M. T. Dove, New York City.
J. E. Achorn, jr., New York City.
C. L. Kimball, Boston, Mass.
Matt Downey, Boston, Mass.
P. F. Logan, Boston, Mass.
W. J. Potter, Boston, Mass.
J. A. McNeil, Boston, Mass.
J. J. McKinnon, Boston, Mass.
C. L. Hollister, Springfield, Mass.
A. R. Urquhart, Everett, Mass.
A. W. McDonald, Somerville, Mass.
Fred Goyette, Lowell, Mass.
M. F. O'Brien, Lowell, Mass.
Charles Connors, Lowell, Mass.
Fred Partridge, Medford, Mass.
R. M. Wyatt, East Bridgewater, Mass.
E. S. Collett, New Haven, Conn.
Fred Ernst, Rochester, N. Y.
George Glasson, Newark, N. J.

DYER BLAMES HIGH GEARS

Head of the "Rough Riders of the Road" Unexpectedly Unbosoms Himself.

Form a source that would be the last one expected to voice such sentiments comes a denunciation of the high gear craze as "the principal cause for the decline in cycling." This source is the head of the Century Road Club of America, President P. A. Dyer. Voluntarily he has come forward with a contribution on the subject, prompted solely by his feelings in the matter. It would be hard to find anywhere a more ardent and consistent cycling enthusiast than Mr. Dyer, or among the rank and file a man who has done more for the cause. He has contributed his time, his energy and his money for several years toward maintaining and increasing the interest in road riding. The following remarks from him are therefore worthy of special attention:

"Seven or eight years ago when the average gear of a bicycle was 63 to 66½, even the newest novice could propel a safety bicycle with the utmost ease; it was a pleasure to ride through the country and view the ever changing scenery. The most difficult hills were climbed with ease, and it looked as if cycling had come to stay as the most popular pastime in the world. No matter where the cyclist rode, he would encounter pleasure or touring parties of both sexes, equipped for a day's enjoyment and pleasure.

"But suddenly over this pleasant varying scene came a wonderful change. In 1897, the American racing man, and his would-be imitator, the scorcher, introduced the high gear into this country which they copied from their French brethren in France, the home of all things, originating new features pertaining to cycling and its kindred sports. The fad for big gears immediately became the craze. The cyclist who was content with his 66½ gear whether he was weak or strong, immediately jumped it 20, 30 and 40 points, and we see the average cyclist who could smilingly surmount all ordinary hills and roads cheerfully, with a smile of content and satisfaction on his features, now with his 106 gear, breathlessly perspiring from his hard efforts, tired, disgusted, weary and rapidly losing his admiration of the delights of cycling, and looking upon it as only another feature of hard work. This generally becomes the end, and the wheel is generally thrown in some forgotten corner, to be finally sold as junk.

"The using of big gears was not only confined to men; the weaker sex endeavored to follow in the footsteps, and they, too, succumbed, and as a natural consequence, much quicker.

"Now what is the reason for the vast ma-

jority of cyclists adopting the fad of big gears? True, wheels have improved in their makes up to the last few years, but the improvements have not been such that the average cyclist could raise his gear to 96 or 106, and ride with the same ease and pleasure as when he was using only 66. The chief reason in this mania seems to be a certain false pride of a cyclist, who, by having a large gear, smiles contemptuously on his comrade using a small one, and, of course, the latter rider forgets his common sense immediately, and to be "in the swim" immediately changes his sprockets for larger ones.

"When we go back several years and pick up the records of mileage, centuries, etc., that have never since been surpassed, we find even those cyclists used an average small gear. And it is the opinion of the writer, if cyclists would use an ordinary gear, say 77 to 80, many of the old delights of cycling would come back to us, and instead of a perspiring, overworked lot of freaks we would again be a whole-souled, sensible, healthy crowd of wheelmen and wheelwomen riding out in the country and enjoying the beauties of nature to their fullest extent.

This first century of the year under the auspices of the New York division of the Century Road Club of America will be held the first Sunday in April. After that there will be a century run every Sunday during the spring.

Indianapolis has a Mystery.

Indianapolis has a mystery in the way of a bicycle accident. On Wednesday, Clinton P. Stark, a grocer, plunged head first through the glass of the headlight of a trolley car and sustained injuries that are likely to result in his death.

Stark is the owner of three stores. Two hours before he was injured he had discovered that two of the stores had been broken into by burglars and that the cash registers had been rifled. Witnesses to the collision between the car and Stark's bicycle were inclined to believe that he tried to kill himself. This theory was disputed by his friends. At the time of the accident, however, they did not know he had been robbed.

The reports of the thefts were made to the police station by district patrolmen. The stores robbed are at 1014 Virginia avenue and 1117 Shelby street, about three blocks apart. The other store is in Massachusetts avenue. The glass in the doors of the two stores robbed was found broken. At the Virginia avenue store about \$15 in change was left in the cash register over night and this was missing. At the Shelby street store about the same amount was taken from the register. There was also evidence that the thieves had ransacked the places. The reports of the thefts had hardly been made when Stark started uptown on his bicycle. No one knows where he was going, as he barricaded his store doors and rode away.

The car was on the opposite track from the one on which Stark was riding. When Stark approached the car his bicycle swerved to the left, and he and the car came together with great force. After receiving temporary treatment he was sent to the hospital. An examination showed that his skull was fractured at the base of the brain, and he was badly cut about the head. He also suffered a hemorrhage at the ears.

Stark was unconscious and his friends could not ascertain whether the collision and the robberies were a strange coincidence, or whether he attempted to kill himself.

Stark is about twenty-six years old.

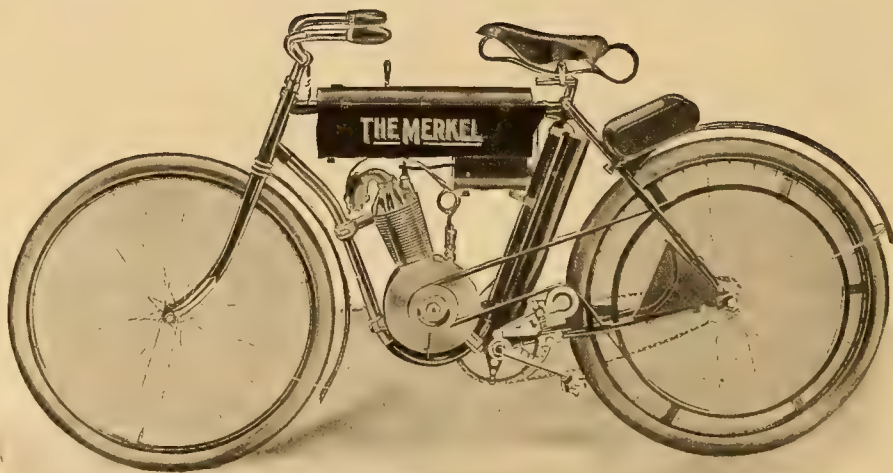
Hillside Track in Doubt.

At the annual meeting of the Hillside Track Association, held at the clubhouse in Belleville, N. J., last week, officers were elected for 1904, and the question of again promoting bicycle races this year was discussed. The track was used last summer after Mayor Maybaum of Vailsburg had refused to allow Sunday racing at the Vailsburg track, but as the latter track may be run again this year the question of holding races at Hillside was left open. The following officers were elected: President, M. J. Doyle; financial secretary, Thomas Crawley; corresponding secretary, W. Martin; treasurer, William Thaller.

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AIRED MOTORCYCLE MATTERS

Chicago Clubmen Interchange Ideas and Opinions to Mutual Advantage.

The new Chicago Motorcycle Club, which aims to make smart appearance a cardinal doctrine, is finding the adoption of an appropriate uniform a very vexing question. The committee in charge of the matter has not been able to reach an agreement. This garb, however, seems to be in favor:

Leather or ordinary cashmere bicycle cap, gray corduroy jacket, cut like regular clothes, knee breeches or ordinary trousers with long light leather leggings, and a paper vest carried in the bag, for cold weather emergencies.

Pending the opening of the riding season, the Chicago club is devoting part of each meeting to discussions of matters likely to spread enlightenment. At its last session a wide range of subjects was touched. The following is a digest of the opinions expressed:

Gasolene.—"Stove gasolene" has been the obtainable fuel, and it varies from 62 degrees to 72. No trouble has been experienced that is traceable to quality of gasolene. Not that such trouble may not be traceable to the gasolene, but it has not been looked for there. It was urged that the function of the captain in laying out runs was to ascertain the gasolene supply en route and encourage the purchase of good stuff; for those now having it never thought of quality, as gasolene around these parts is simply gasolene. Many theories were discussed showing a leaning to 72 test as being best for the plugs and machine generally.

Picric Acid.—One member had used it in his automobile last summer with good result as to increased power. He figured it drove his Oldsmobile 15 per cent better, but the gasolene would cost twice as much doctored with the acid. He did not think it practical for the road, although a fine thing for races. He experienced no harm to his valves, the only evidence of use being a discoloration. This was the experience of Wright Elsom, of Oak Park.

Spark Plugs.—G. W. Hunter, of Hammond, Ind., stated he had experienced trouble from plugs in high speed motorcycle engines. The heat thus engendered expanded the plugs and loosened them, and the vibration did the rest. He had, however, received a new plug from the Thor people of Aurora (by Mr. Hedstrom) that was calculated to overcome this liability and from a trial he had given it, it was an improvement. There was divided opinion as to merits of mica vs. porcelain. One would loosen and short circuit, while the other would break. One member had trouble through the porcelain breaking and a piece, getting into the valve, broke it.

Batteries.—Some batteries tested high

amperage, but died quickly in use. The most reliable test in experience was those holding to 18 or 15 amperes with $1\frac{1}{2}$ volts. Batteries were easily obtained about Chicago, but they were the standard $2\frac{1}{2}$ inch of the usual Columbia type, this being the kind carried by the Chicago Telephone Company, whose outlying stations were handy depots for each. Difficulty had been experienced, though, because many machines were fitted to carry smaller batteries, and hence some members had to tow home, unable to use the obtainable cells. This year the members were refitting their cell boxes to carry the standard Chicago obtainable size. The automobiles greatly aided this standardization of cells, having practically taken to the $2\frac{1}{2}$ size. A discussion as to length of life of a battery of three $2\frac{1}{2}$ -inch, dry cells showed variation of data, for some engines ran slow and some high; but it was thought good practice in average experience to get 600 to 800 miles. Some had found economy in adjusting the circuit breaker and cam. One member cut down the breaker one-third and got same power with longer life. Some had experienced resumption of life in a battery that was exhausted on the road, by punching holes in the cell and pouring in water.

Lamps.—No lamp has hitherto been invented that would stay on the motorcycle. It was the universal experience that lamps fitted to the forkside were absolutely dangerous without exception, and riders of any experience at all would not think of putting them there.

Broken Front Forks.—There had been no experience of this kind in Chicago. All machines had kept intact. Mr. Bendix, of New York, reported that there had been some experience down there, confined to no particular machine, and that riders there had been looking favorably on the spring fork which seemed to promise immunity, while others favored the truss fork. The Schmitz spring axle was talked about, but it had not seemed to be other than an unworked theory so far, around Chicago. Such an axle would be obtained and shown at the next meeting.

Belt Troubles.—Burning of the belt by a racing engine had been freely experienced. One member had a fall and his machine, lying on its side with the coaster brake set, gave the engine a fine chance to race. It was a rawhide belt, and the fibres were burned by the friction so they separated. No record was made of flat belts so burning, except in one case where it was scorched some. Leather covered pulleys for flat belts were regarded as preventive; and several members who had used such during past season reported favorably thereon, saying they could ride with a belt less tight. Another experience was had in the operators using sand with rawhide belts, thus accomplishing the destruction of the belts. They used the sand to prevent slipping. But one member favored the chain—Mr. Hunter, of Hammond. As to wear of belts one member reported five hundred miles without the slightest evidence of wear. This was with flat belt and leather covered pulley.

AMERICANS STILL WINNING

Lawson, McFarland and Taylor Continue to be the Lions in Australia.

Iver Lawson and Major Taylor had their first clash in Australia before twenty thousand spectators on Wednesday, January 6, in the International Test Meeting at the Sydney Cricket Grounds. They were both on scratch in the final of a half mile handicap, and Lawson defeated the negro for second place by an inch, a sixty yard man being the same distance ahead of Lawson. The time was 56 seconds. The same day Lawson won the Eleegaard five mile open from Mutton, Stevens being third. Time, 11:02.

On January 14 the second of the International Test Meetings was held before fifteen thousand spectators, who hooted the other Americans for what they considered unfair treatment of Taylor. Taylor was defeated by both MacFarland and Lawson in the final of the half mile event, but the race was ordered run over on the following Saturday. Taylor finished fourth from scratch in the one mile handicap, Downing being third from the ten yard mark. The winner was Farley, 60 yards, and his time, 1:57 3-5. Lawson won the five mile open from Taylor by a length, after McFarland had retired, owing to a punctured tire. The time was 10:37 2-5. This was incorrectly said to be a world's record, as Fenn rode the same distance in 10:15 in a handicap at Vailsburg.

When the meeting was continued on the following Saturday, Lawson and McFarland refused to ride the half-mile event over again, and Taylor and Walker ran a dead heat in 1:01 4-5. Lawson won the half mile handicap from scratch in 54 3-5 seconds from Goodson and Gordon, Stevens being the only other American in the final. Lawson won the four mile open from Taylor and Downing by half a length, in 8:26 1-5.

The fourth day's races were held on Monday, January 18, and the Californian was disqualified for a month for unfair riding in the five mile open. In the final of the one mile handicap, McFarland won from Taylor by a length in 1:55. In the final of the five mile race, McFarland, with Lawson on his rear wheel, jumped out at the bell and cut down the pole, forcing Taylor up onto the grass. The negro was compelled to ride on the grass for forty yards, but managed to get back on the track and defeated McFarland for second, Lawson winning by a length. After an investigation, McFarland was suspended for thirty days. This sentence was later changed to a fine of £2.

The fifth and concluding events of the International Test Meeting were run on Wednesday, January 20, before twenty thousand spectators. Lawson did not have the aid of McFarland in the final of the one mile even, with its prize of £100, and Taylor defeated him by a scant length in 2:03 3-5, Downing being fourth.

Lawson and Taylor were on scratch and Downing at ten yards in the final heat of the Summer Wheel Race, a one mile handicap for £100 as first prize. Lawson, Taylor and Downing worked together, but were thirty yards behind the limit men at the bell. Taylor and Lawson were fourth and fifth, Carter (95 yards) winning in 1:54 4-5.

Reunion of Ohio "Old Timers."

Columbus, Ohio, cyclists are planning a reunion of old-timers. It will take the form of a banquet, to be held just prior to the opening of the riding season, and it is hoped that a generous response will be made to the appeal to "get together."

The matter came to a head last week, when a meeting was held in the Hayden Building, with the following persons present: W. F. Garrett, K. D. Wood, C. H.

Weber, Charles G. Smith, Ellis P. Moore, jr., Robert R. Allen, William Guilcher, Fred Billingsley, David Wickliff, W. W. Bowman, H. M. Gatse and Benj. Talbot.

William F. Garrett, the originator of the idea, was made chairman, and Ellis P. Moore, jr., secretary. Various plans were discussed as to time and place of holding the reunion, and Saturday evening, March 19, was finally decided upon.

All persons who formerly held membership in the Columbus Safety Cycling Club, the

Columbus Cycling Club, the Columbus Wheel Club, and the original club, composed of riders of the old high-wheel, are cordially invited to take part in the reunion.

The Capital City Cycling Club, of Springfield, Ill., has elected the following officers for 1904: President, Joseph Murphy; first vice-president, Andrew Lumpp; second vice-president, Robert McElroy; recording secretary, E. L. Mayhew; financial secretary, C. J. Myers; treasurer, H. G. Bengel; captain, E. A. Coe; directors, V. H. Biggs, W. N. Sutton and C. E. Hofferkamp.



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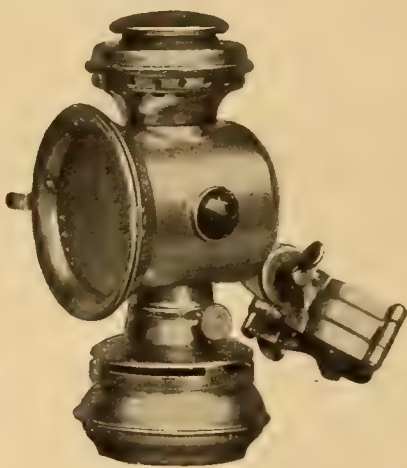
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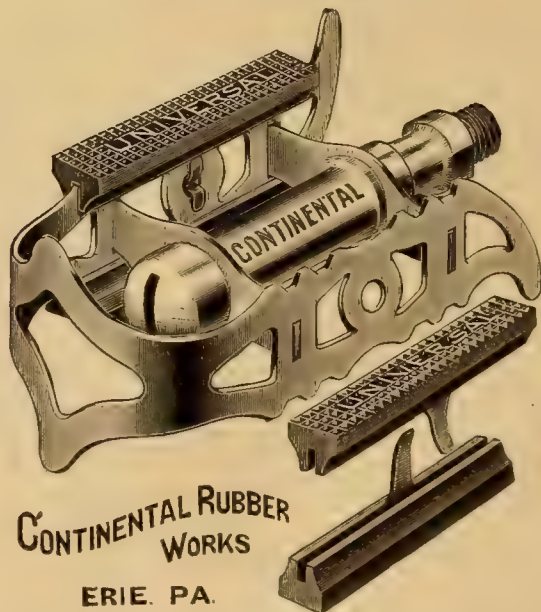
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THE MOST SIMPLE IN METHOD OF APPLYING.
They will not loose off; can be applied without tools.
WRITE FOR CATALOGUE.

HOW LOCAL PAPERS HELP

When Their Influence Is Felt and why They Should be "Cultivated."

The local newspaper is sometimes not regarded with the importance which belongs to it. Some people are apt to regard with undue importance the utterances of metropolitan papers. Of course, in matters national and general politics we naturally expect more authoritative and abler articles from metropolitan papers, for the reason that they have great wealth and can command the highest class of talent. It is also a fact that the editors of great papers are brought more in connection with men who consider, discuss and decide matters of great importance. But this fact should not lead us into the error of belittling the local press, says T. J. Lindley, in an article on the "Influence of Local Newspapers."

There is no one who finds out the importance and influence of the local press better than the man who, up to a certain date in and, suddenly, when a friend or some pet theory is attacked, commenced a vigorous kick, and at once recognized the importance and influence of the local press by his loud protests and utterances against it. A person living in a small city near a larger city, where the local and metropolitan journals come in competition, soon learns to recognize the importance of the local press and why it should be cultivated. Let the citizen of the small town undertake to break into the metropolitan paper, let him address the communication to the editor of a large paper and one which he has hitherto thought so important and valuable, and see in what a cold, matter of fact way his communication will be regarded. Let him watch the boiling down process, the smallness to which his communication has been reduced and the obscure position in which it is placed, or the insignificance of his utterances in the great mass of matter published, and among the display ads., as well as of many pages in which it is obscured, and then he will understand if there is some value in the local newspaper.

If a citizen of your town walks into a local newspaper office he feels at home. He feels he is among friends; and where he is entitled to be. He is not embarrassed as when he approaches a potentate, mighty, cold and indifferent to his appeals; he feels he has a sympathetic ear, and is talking to one of identical interests, one with whom he has had business transactions and constant intercourse. A knowledge that they have mutual interests at once places him at ease, and he approaches him and makes the appeal clearly, fully and without embarrassment.

It is the local press which serves you in every emergency. There you go in trouble; it is there you go in prosperity. If you wish

to boom any manufacturing enterprise, any railroad project for the development of your town, or in any way advance its interests, the local press is immediately appealed to for help. So it is with our churches; if it is a picnic or a festival, a new carpet or an organ, the local press is found to be useful in furthering every good object. If a raid is to be made on sin by the ambassadors of Christ, the columns of the local paper are used freely and gratuitously in advertising the revival or protracted meeting. The candidates and politicians find also the importance of the local press.

As a rule retail dealers are men of character, good morals and integrity, always interested in any enterprise that will advance the interests of their city.

When a dealer buys advertising he wants the best article he can get; he wants to

MORGAN & WRIGHT TIRES
ARE GOOD TIRES
 ONLY WAY TO CURE
 SOME LEAKY TIRES IS
 TO PUT INNER TUBES IN
 THEM, THUS MAKING
 THEM DOUBLE-TUBE TIRES
MORGAN & WRIGHT
 CHICAGO

NEW YORK BRANCH: 214-216 WEST 47TH STREET.

advertise in a paper that is ably edited, has a large circulation and covers all the territory possible for him to draw trade from. Newspapers can do much to attract people to your city and store. The more people brought to a city the more prosperous are all the merchants.

So, clearly, there are many reasons why the local press should be cultivated. Yet in spite of all these facts the people most interested in the local paper are sometimes the last to give it their support, and are frequently known to take several metropolitan papers and shut out their local paper altogether. If there is anything in the argument about the advantages of home trade, surely it makes a strong appeal in behalf of the local press, because the money for the labor is always expended where the paper is printed, and if paid out with one hand for subscription, advertising or job printing, it comes into the other hand and thus remains with you. If by any means you should freeze out your local paper and leave yourself at the mercy of the foreign paper, you would find out more fully than words or arguments could explain why the local paper should be cultivated.

CASE HARDENING APPARATUS

Which can be Rigged up in any Shop—A Good Hardening Mixture.

Case hardening is so extensively used nowadays that all factories and many large repair shops have a regular equipment of gas furnaces, crucibles, retorts, etc. But many of the smaller places still rely on home made apparatus, with which they make shift to impart to cups and cones and similar articles a skin of sufficient hardness and thickness to answer all requirements.

A method used with success in case hardening small articles which require rather more than a mere surface hardening is thus described: There is a brazing hearth with a gas blow-pipe attachment; the air blast is arranged so that it may either be turned into the blow-pipe or into the brazing hearth cinders when a fire is required. The fire is made up, and in it is buried a good size lead ladle about six inches in diameter, and made of very thick wrought iron. The mild steel bush is placed in this hardening pot, and a well fitting lid placed upon the pot, and the whole ladle, with the bush, or bushes, or other similar articles in it, are heated up by the fire to nearly yellow heat, and are kept at that heat for nearly an hour, attended by a shop boy, who shovels on with a long iron spoon from time to time the carbonizing mixture given below in the form of a recipe, which any chemist will mix up to order.

While the soaking or carbonizing process is proceeding, a pail of water is prepared, is dissolved, and into this liquid the now carbonized steel bush is plunged, taking care to plunge it vertically, not horizontally, lest the unequal contraction should warp the bush into useless shape. Indeed, a more rapid and equal cooling is obtained by first stirring the water in the pail rapidly with a stick, and plunging the heated piece into the center of the whirling vortex of salt water so formed.

Case hardening mixture: Pulverize prussiate of potash by weight six parts, saltpetre two parts, sugar of lead one part. Thoroughly mix these together to make about two pounds.

Competitors not Enemies.

"The time is long past when you should think your competitor is your enemy," remarks a farsighted merchant. "He is not, if he is, make him your friend; meet him socially, at church, or at your political meetings. You can use him, for when you are short of staple goods borrow from him; then when yours come in return them at once and soon he will be doing the same. But do not ask him to loan you anything which is of a different kind or quality than you return. Better buy it of him, as he will sell at a small profit. You can sell it at an increased price, and your customer will feel you have done him a great kindness."

The Week's Patents.

753,795. Electric Sparking Igniter for Explosive Engines. William J. Hart, Mount Vernon, N. Y., assignor of one-half to Charles F. Splitdorf, New York, N. Y. Filed May 28, 1903. Serial No. 159,057. (No model.)

Claim.—As a new article of manufacture, a coupling between sparking plugs and explosive engines, comprising a thimble having an interior thread to receive a sparking plug, and being exteriorly arranged to be turned with a wrench, together with a narrowed, exteriorly threaded extension adapted to screw into the plug orifice in a combustion chamber, said extension terminating in a cone-like formation, and said extension being provided with a central passage communicating at one end with the interior of said thimble, and at its opposite end with a plurality of radiating perforations through its cone-like termination.

753,785. Variable Gearing for Velocipedes or Road Motor Vehicles. James Archer, Manchester, England, assignor to the Three-Speed Gear Syndicate, Ltd., Lenton, Nottingham, England. Filed February 25, 1902. Serial No. 95,512. (No model.)

Claim.—1. In variable gearing for velocipedes and road motor vehicles, a hub, having an inner clutch ring; a "driver" having clutch teeth, also holes or notches at one end; a gear ring also having clutch teeth adapted to engage the clutch teeth on the driver and hub, and said gear ring also having an inner internal ring of gear teeth, a "planet cage" comprising a tubular part, and a series of studs and pinions, means for loosely coupling said cage and gearing; clutch teeth on the said tubular part; a cup bearing for the said hub; clutch teeth in the

said cup bearing; a fixed central axle for the hub; a fixed pinion on the said axle, with which, and the said gear ring, the pinions of the planet cage gear, and means for moving the planet cage and gear ring to and fro within the hub, substantially as set forth.

Guillaune's New Alloy.

Invar, an alloy, which when heated, contracts instead of expands, has recently been invented by Dr. Guillaune, a noted German physicist. It consists of nickel and steel, two metals which each for itself expands considerably in heat. Correct measurements have shown, however, that Dr. Guillaune has really produced alloys which, when heated, expanded even less than marble or wood, and which, when slightly changed in their composition, even contract when heated. Proportions of compositions of alloy have also been found so that they neither expand nor contract, but remain the same in all degrees of heat.

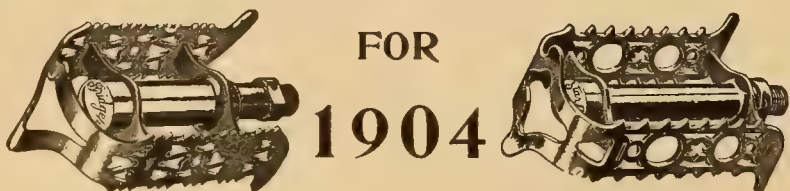
The Oiling of Bearings.

The injunction to oil little and often has been so frequently repeated that it has almost passed into a proverb. Of its soundness there can be no question. The result of an over application of oil is well known. The liquid exudes from the bearing and soils the trousers or skirts or any other article it comes in contact with. Besides, it attracts dust and dirt, which cake around the bearing and by degrees work into it, causing hard running and inflicting injury to the cone, cup and balls. A little oil, preferably injected right on to the balls, does quite as well as a lubricant and has no bad after effects.

Adjusting Contact Points.

The difficulty that many motorecyclists experience with the make and break system is in the proper adjustment of the contact points, which is not, however, as difficult as it may appear. Loosen the contact screw thoroughly; that is, see that it can be readily turned in the block by the aid of the fingers alone. Then carefully revolve the cam until it has raised the blade to the highest level. Then lower the screw until it touches the platinum on the trembler blade, and no more, and then lock it in position, being careful that the adjustment is not affected in the locking up. The effect is that the contact is not made until the blade has been fully lifted and the contact will thus be the shortest possible, whilst the break will be the quickest possible; and these are the ideals to aim at. The operation is perfectly simple, and, moreover, the adjustment can be made in half or a quarter of the time that it usually occupies, whilst all the fiddling and trembler vibrating that is generally indulged in is rendered unnecessary. Again, the method tells one of the best way to judge of the correctness of the adjustment. All one has to do is to revolve the cam until the blade is fully lifted and then see if the points are in perfect contact.

"The A. B. C. of Electricity" will aid you in understanding many things about motors that may now seem hard of understanding. Price 50 cents. The Goodman Co., 154 Nassau street, New York. ***

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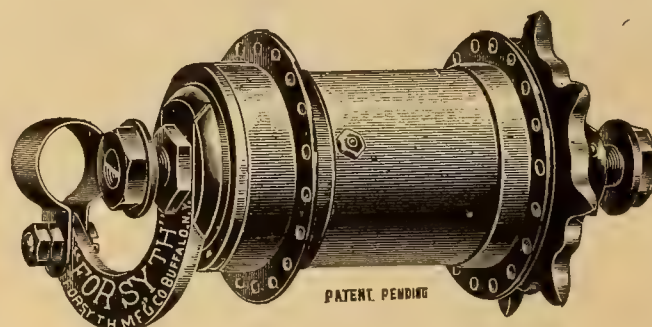
QUALITY—which is better than ever in 1904.

HIGH GRADE BICYCLES REQUIRE HIGH GRADE EQUIPMENT

Every Maker, Jobber, Dealer and Rider knows that B. G. I. PEDALS are Standard. Use them and avoid explanations.

THE BRIDGEPORT GUN IMPLEMENT CO.

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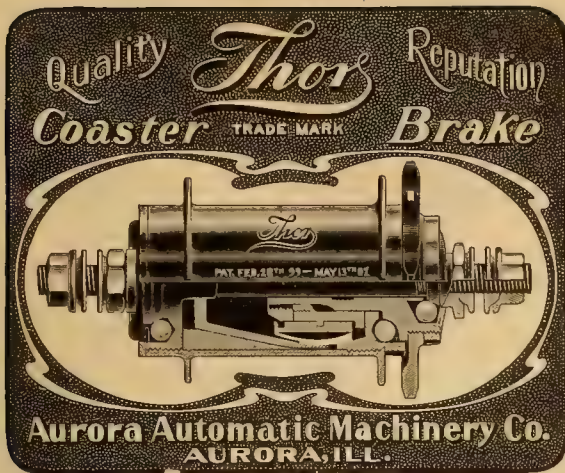
When you tell a Rider

that the Coaster Brake you offer him is as adjustable as the bearings of his bicycle you tell him something that appeals to his common sense and that will help make a sale for you. You can say it of but one Coaster Brake—the Forsyth.

Try it! The result may surprise you and decide your Coaster Brake business for the year.

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Thor Coaster Brake

will be a part of the equipment on many of the finest wheels manufactured and sold in 1904.

Do not allow yourself to be deceived. Insist on having

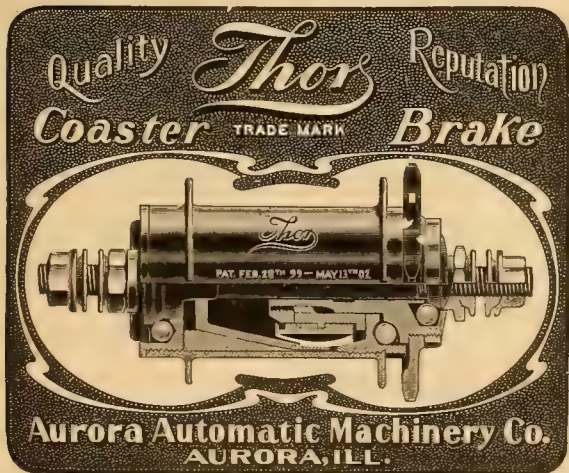
THE VERY BEST

It does not cost any more and insures satisfaction.

THOR COASTER BRAKES

are manufactured in

THE FINEST EQUIPPED
PLANT IN THE WORLD



The Right Way to Breathe.

To ride with the mouth open is a bad practice at any time, but particularly in cold weather. Breathe through the nose as much as possible, and when riding against the wind take extra care to do so. This is sound advice, and should be conformed to as closely as the circumstances will permit, although, of course, it is when riding in the teeth of a stiff wind, when the respiratory organs are called on for extra work, that the temptation to open the mouth in order to get a generous supply of the needed ozone is greatest.

"PERFECT"



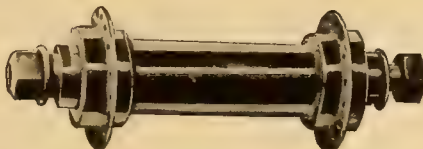
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HIGH-GRADE BICYCLE HUBS FOR BOTH ROAD and RACING MACHINES.



ASK for DESCRIPTION and PRICES.
PROMPT DELIVERY and GUARANTEED QUALITY.

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The Highest Grade

OF BICYCLE CONSTRUCTION AND THE MOST

Luxurious Bicycle Made

ALL DEALERS.

Why?

Most of the men
who
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ride Indians
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of
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Why?

Ask Indian Riders

We will
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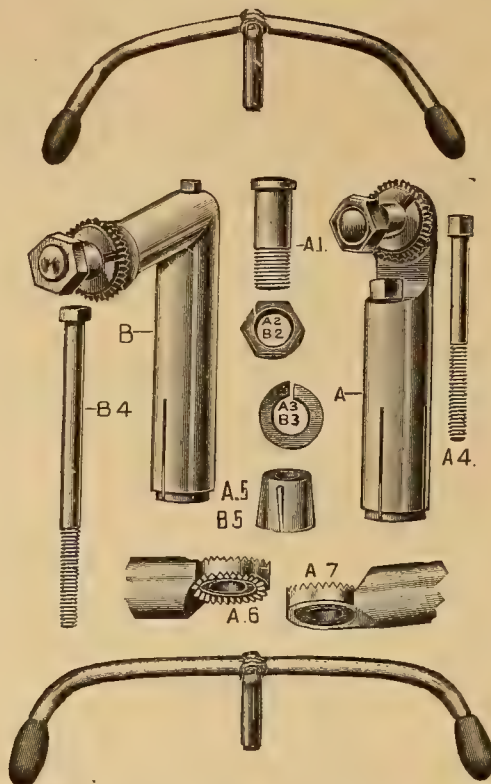
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Standard
of
the
World.

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Lend prestige to
any bicycle.

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The only Bar with
a reputation.



The
Exemplification
of the
Survival
of the
Fittest.

—
Specify it
and
Refuse Substitutes.

KELLY HANDLE BAR CO., Cleveland, Ohio.

We are still progressing!

“BOULEVARD PATROL”

*A Thick wall tire made for riders who MUST NOT have tire troubles.
The price is right.*

“INDIA STANDARD,” Guaranteed.

“RARITAN,” “MONITOR,” “PILOT,” Unguaranteed.

THESE BRANDS SELL WELL AND WEAR WELL.

THE INDIA RUBBER CO., - - - New Brunswick, N. J.

The Bicycling World

AND MOTORCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVIII.

New York, U. S. A., Saturday, March 19, 1904.

No. 25

BUSINESS FROM THE SOUTH

**To be Looked for Owing to New Prosperity
—The West Also Flourishing.**

Some splendid results in the way of business are fairly to be expected from the West and South during this year, according to L. D. Parker, of the Hartford Rubber Works Company, who recently returned to the East after doing a giant swing round the country, touching at San Francisco and New Orleans.

The South, he says, is particularly prosperous, and in its affluence is displaying more enterprise than ever. It is bent upon catching up and it will be a good field to watch for new business.

"As for the Pacific Coast, I haven't seen any bicycle business for five years like that I saw at 'Frisco and Los Angeles," says Mr. Parker. "When you step into a bicycle store out there, or watch the riding on the road, you feel as if you had been transplanted back to the year 1896. The tire business is holding its own, and more in the Far West, and the demand is for high grade goods, too. When I was on the Coast there had been a long season without rain and crops were poor. There was a slight depression in trade in consequence, but it was of temporary character. It rained before I left, and business promises to pick up and be as good as ever.

"I was astonished to see the amount of motorcycle business there on the Coast. The way this vehicle is being ridden out there and is gaining in popularity is wonderful.

"At Salt Lake City, Denver and Colorado Springs also everything seems prospering. At Colorado Springs, especially, every one rides a bicycle. I did not stop in the Middle West, but did a fine amount of business and was greatly encouraged by the conditions on the Pacific Slope and South."

Mr. Parker started on his trip from Chicago on February 8, and was gone until last Saturday.

President Miller on the Coast.

W. B. Miller, president of the Diamond Rubber Co., is on a visit to the Pacific Coast; his stay, however, will not be an extended one.

New Rubber Supply for Dunlop.

The English Dunlop Tire Co. has made an important rubber find, one which, it is expected, will give them a plentiful supply of rubber at prices considerably below those now ruling.

The new rubber field is Siberia—about the last place one would look to for a tropical plant like rubber. The Dunlop company has, it is stated, entered into a contract with a company holding a concession from the Siberian government, being a practical monopoly for twenty years. A new company, to be named the Mouravian Rubber Co., is being formed, to take over and work the monopoly. It is stated that one of the company's experts has just discovered what was practically a virgin forest, the rubber from which should be placed on the market in London in twelve days at a good profit.

It is expected that the opening of this new source of supply will so cheapen the Dunlop Company's crude rubber that it will be able to make further reductions in the price of its tires. In this way the expiration of the Dunlop patents, which takes place next fall, will affect the company less injuriously than was anticipated.

Treasurer Turner Leaves Hartford Co.

F. H. Turner, treasurer of the Hartford Rubber Works Company, resigned this week from his office, and his connection with the company in order to accept the presidency of the Carlton Foundry Company, at Hartford. Mr. Turner had been connected with the Hartford Rubber Company for twelve years, and is the inventor of the Turner tire. The directors will meet next week to elect his successor.

Persons Takes a Helpmate.

One of the inspirations for the splendid energy and enthusiasm which Charles A. Persons, of the Persons Mfg. Co., has displayed during recent weeks in endeavoring to arouse the trade to the value of road races and the like, became apparent on Thursday last. On that day he made Miss Harriet Metcalfe, of New York, Mrs. Charles A. Persons. The ceremony, a quiet one, occurred in this city.

Opens Store in Spokane.

J. D. Alexander has opened a store at No. 908 Sprague avenue, Spokane, Wash. He will handle the Rambler line of machines.

DEALERS WHO FORMED CLUBS

**How Two New York Retailers Successfully
Organized Their Road Riding Customers.**

While many cycle dealers have bemoaned the decadence of road riding and the dying out of the "club spirit," but have taken no steps to overcome a condition which they deplored, two New York City dealers have devised and carried out plans which have proved to be of benefit to their own business in particular and the sport of road riding in general. The men are Harry Brower and H. A. Gliesman, who were mainly instrumental in the formation of the Brower Wheelmen and Tiger Wheelmen, the latter organization being named after the machine which Gliesman manufactures.

Gliesman is a cycle dealer and repairman, with a store at No. 424 Seventh avenue, New York City. He is agent for the Columbia, Tribune, Warwick and Cleveland machines, and makes the Tiger himself, the latter being a high grade bicycle, fitted with Thor hubs and the D. & J. hanger. As a side line he carries phonographs and incandescent gas mantles and fixtures. He has been in the retail trade in New York City for about five years, moving to his present store from No. 422 Eighth avenue on September 1, 1903. Before embarking in the retail business he worked in many cycle factories in New England.

Being an enthusiastic road rider himself, he attracts to his store many of the road pluggers who live near his place of business on the West Side of New York City. About twenty of them had raced together for several years, and gone on short runs on Sundays and holidays, the only officer at that time being a captain. Later Gliesman himself did the work of a secretary at the informal meetings.

After talking the matter over for some time, a formal organization was effected on July 17, 1903. The newly formed club was named the Tiger Team Cyclers and the membership limit was placed at twenty-five. The intention was to have six to eight good road riders, with the remaining riders as pacemakers and helpers for the squad

which was to carry the colors. The racing team was to be entered in all road events, and some of the longer track events, at race meets at Newark and Manhattan Beach. The initiation fee was \$1, with monthly dues of 25 cents.

Before the formal organization was effected sixteen riders had turned out as spectators or competitors at the twenty-five mile road race on Staten Island on the Fourth of July. The limit of twenty-five was soon found to be too small and the membership restriction done away with. At the present time the Tiger Wheelmen, which was adopted as the name of the club when it was found that the old name was not satisfactory, has a membership of forty-seven, with several applications yet to be acted upon.

The club has had quarters for about ten weeks at No. 431 Seventh avenue, across the street from Gliesman's store. During the winter months the Tigers have attended several balls held by other cycle clubs, on one occasion ten of the Tigers wearing suits of the club colors, yellow and black, and tiger head masks. On March 16 twenty-five members of the club turned out for a lantern parade, after they had been forced to postpone the ride three times on account of the weather.

Gliesman's story of how he came to start the club is an interesting one, and his plan could be followed with benefit by many other retail dealers in this country, whether located in large or small cities.

"There is always a certain lot of riders who make their headquarters at the store where they bought their machines or have them repaired," says Gliesman, "and for many months I was puzzled how to treat them. This habit of visiting dealers has, of course, grown with the decline in the number and accessibility of cycling clubs with well appointed clubhouses. It is not good business to try to keep them away from your store, as sociability certainly counts in the cycle trade.

"The fact that I have a great fancy for road riding made me acquainted with many riders who had not bought wheels from me nor brought me any repair jobs. Finally I suggested to some of the riders that we get up a team for road racing and century riding among the boys who came to the store. We had to have a name, and some one said we could name the team after the machine which I made, and so that is the way it came to be called the Tiger team. Some of the riders rode the Tiger, but there were many other makes represented.

"At first many riders had the mistaken idea that they must own Tiger wheels before they were eligible for membership, but that has never been a necessary qualification. Of course, I have tried to sell as many machines of my own make as possible, as every one is a good advertisement for me. But the majority of the Tiger Wheelmen ride one of the old established high grade bicycles, such as Tribunes, Pierces, Columbias and Warwicks.

"One thing the club has always avoided,

and which I hope it will continue to avoid, is the practice of playing politics. We have members who belong to the C. R. C. of America and others who are enrolled in the C. R. C. Association ranks, but neither organization is favored more than the other. When we enter a team of ten riders in an event promoted by one of the organizations, we make it a point to have the same number of men in the next competition of the other fellows. We prefer to remain neutral and not to take any part in the strife between the rival road bodies. During the home trainer races at the Cycle Show in Madison Square Garden we were represented by fourteen men in the individual championships.

"So far as my personal business is concerned, the club has been a great success. I have made many sales that I would not have made if my store had not been the headquarters of the members. In particular has it helped my repair and sundry business. I have been kept busy during the past winter fixing up the machines of some of the clubmen and making new Tiger bicycles for others. I think many dealers could get up clubs on similar lines, which would help to keep up an active interest in riding."

Harry Brower has a store at No. 117 Greenwich avenue, New York City, and when the riders who made his store their headquarters organized themselves into a club they took the name of the Brower Wheelmen. The club was organized on Wednesday night, July 15, 1903, when twenty-two members were enrolled. At that time the membership was limited to twenty-five, but so many applications were received that the limit was afterward raised to fifty, which is the present membership. The dues are 25 cents a month, the initiation fee being the same amount. There is almost always a waiting list of from fifteen to twenty applicants for membership.

Though Brower confesses that he personally does not "ride as much as he ought to," he has proved an efficient missionary for the cause of cycling and of cycling on high grade machines. He has always talked quality to his customers, and the greater part of his business is done in the sale of the best class of bicycles.

"The club idea was in my head for a long time before anything was done toward a formal organization," said Brower. "Many of my best customers are young men who live in furnished rooms and do not have many chances for inexpensive enjoyments. They came around here almost every night during the summer, either before or after taking a ride, and would talk over the newest things in wheels or the gossip of the road and track racing men.

"Most of them are good, average young men, who came to the store in preference to going to a saloon, and while here they would arrange for trips on the following Sunday or some coming holiday. Some of them belonged to cycle clubs, but the clubhouses were often quite a distance from

where they lived, and therefore required some time and trouble to get to. So they talked to me and among themselves, and finally last July they organized the club and named it after me.

"There is a large room back of the store, which was made by turning two small rooms into one, by taking out the partition. This is used as a clubroom, and the members store their wheels at one side of the meeting room and in the racks in the store. I had the racks built for storage customers, with each man's name on the front of his rack, so there could never be any confusion. We get some of the illustrated weekly papers, and always keep the *Bicycling World* on file, and different members bring in magazines, so there is something to read.

"One great thing about small clubs such as this one is that it brings the rider into closer touch with the dealer than usual. The rider and the dealer have opportunities to become better acquainted than if they belonged to a club with an immense membership, such as flourished a few years ago. Riders who are observant can give the dealer many points that are worth dollars and cents during the course of every year, and of course a dealer can give riders, especially new ones, much advice that is valuable to them.

"Lots of the club boys are almost as good as sub-agents for me, as they tell their friends about me, and I make lots of sales in that way. For instance, to-day a repair job was finished up which amounted to \$25.85. The man for whom the work was done lives quite a distance from here, over on the East Side of the city, and would hardly have ever known of this store if it were not for the Brower Wheelmen; and there are many repair jobs and orders for new tires and sundries, which can be traced directly to my connection with the club, or which have been sent to me by a club member.

"Another good part of the club idea is the fact that I have been able to convince nearly all of the boys that it pays in many ways to ride high grade machines. Their presence here at the store so much through the winter gives me an opportunity to prove to them why it is so desirable to ride a good bicycle and to let them see the difference between the service rendered by a high grade machine and that given by a low priced one, built only to sell.

"I am in favor of the spread of the smaller club idea, as it keeps up the interest of many cyclists, who might give up riding if they had to go it alone. It is certainly a great thing for a dealer, and I am surprised that more of them have not gone into the thing. There is hardly any expense connected with such a club, and look at the enjoyment! Our little club, with its small dues of 25 cents a month, is enabled to give spreads several times during the winter, when the members and their guests are treated to sandwiches, cake and coffee. And we give a ball every winter, and attend in a body the balls and entertainments given by other cycling organizations."

THE PLEASED CUSTOMER

**Is the Best Advertising Medium Known—
How Well Politeness Pays.**

"That a pleased and satisfied customer is the best advertising medium goes without saying, and the essayists, knowing this to be true, accept it as a fact, but fail to attach the importance to it that I do," says a most successful merchant.

"In all the years that I have been engaged in business I have held the idea that a customer who was pleased and satisfied was not only a good advertiser, but also a walking advertisement; hence all my energies have been furthered in this direction. Imbued with this idea, I have made it a study, made it a part and parcel of my business, and carried it to this extent, that we have an unwritten law in our place that whoever shall enter the house must, if possible, go out of it with a smile on his face. I require and expect three things of a salesman when he enters my employ—he must be honest, quick and polite.

"If you can think of any other requirements, they are all comprehended in these three. As a rule, I think the average merchant is satisfied if the applicant possesses only the first essential, while some might require the first two mentioned, but I have always considered the last named requisite fully as important as the first two; and yet, if a good salesman were honest and polite, I should at once give him a trial, although these be days of activity and the times demand haste.

"I have repeatedly gone out of my way to purchase my wants or necessities from those who seem to appreciate it. I do not want any salesman to fawn or palaver over any purchases I may make of him, but I think he should manifest some interest in the transaction, and do it in a civil manner; for this reason I have, as I said before, gone out of my way to trade with people who are courteous, and will pay a trifle more for the article I buy rather than purchase at a lesser price and have a surly salesman attend to my wants.

"I do not know of anything that pays like politeness. It costs nothing, but it pays marvellous dividends. Therefore it behooves us to be just to all alike, since it is surely the part of wisdom to treat with unfailing civility all who enter our places of business, in whatever relation they come to us.

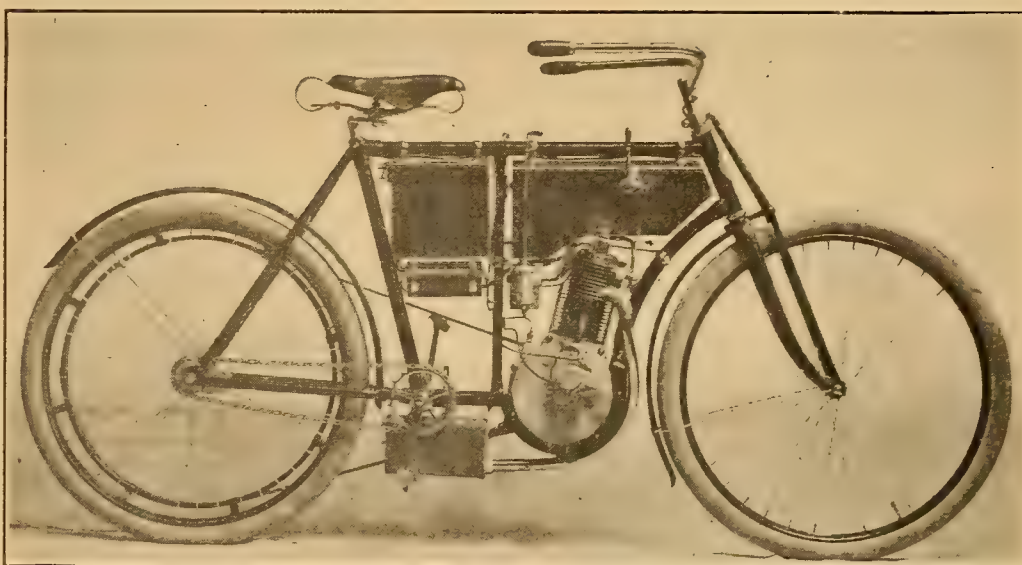
"In conclusion, may I say, if, after hearing the foregoing, you decide the writer to be a pattern of politeness and civility, and that his store, with his clerks, must be an idealistic one, then I say to you that your diagnosis is at fault, your conclusions are wrong. But this we do say: We endeavor by courteous treatment to so influence all who come into our place of business that when again they are in need of such goods as we carry intuitively their thoughts revert to our store."

Potter Fills his Repair Shop.

An enterprising dealer, and one who knows how to take advantage of every trick, —is W. L. Potter, of Cambridge, Mass. Mindful that spring is near, he laid his plans recently to fill his shop with work and to get a bit of free advertising out of it.

He sent out letters to about one hundred of his regular patrons, reminding them that the bicycle season was near and that he was ready to make repairs at once. He began to receive calls forthwith, and commenced to gather in the wheels until he had taken about seventy wheels to his shop, and he is now probably the busiest bicycle man in town, with the outlook excellent for a good season's work.

The Saturday following his postal card invitations, he sent a big wagon around, and loaded it up with wheels he had collected to be repaired. The wagon attracted a great deal of attention as it was driven over the principal streets of Cambridge on the way to the Potter establishment, at No. 1,106 Massachusetts avenue.



Energine Better Than Gasolene.

The Energine Co. is the title of a concern recently incorporated in Cleveland, Ohio, and which by April 15 expects to have its works sufficiently advanced to meet all reasonable demands for "Energine," the term given to a new fuel which it will market and which, it is claimed, will supersede gasolene. The fuel is a laboratory compound, of which petroleum is, of course, the base. Its makers assert that it is 80 per cent more powerful than gasolene, and, while it has not yet been used in motorcycle engines, a well known automobilist who tested it in a hilly country is on record as believing that it affords at least 50 per cent more power than the fluid generally used. He states that the increased power was most marked when it was most needed—when hills were encountered. The economy of "Energine" is also exploited as a feature. Being highly refined it is highly inflammable and not only ignites quickly, but affords the thin, next-to-air mixture which is the theoretically perfect one.

What the Creditors got.

The entire assets of a cycle agent's estate, recently wound up, were nine children. The creditors took nothing.

LINSCOTT'S GOOD THING

**Takes Output of Crouch Motor Bicycles—
Details of Their Construction.**

J. M. Linscott, manager of the Boston Cycle & Sundry Co., has the reputation of having one of the keenest eyes to business in New England, where keen eyes are not unusual. It follows that when he contracted for the output of Crouch motor bicycles he had looked far ahead and knew what he was doing. This was little more than three months ago, and only this week Linscott was all smiles when the subject of motorcycles was mentioned. He says the Crouch has met his fondest expectations.

The machine, which is shown by the accompanying illustration, is of 3 h. p., the cylinder being "square," 3 1-16 x 3 1-16; the head and cylinder are cast in one piece. The engine will run light up to 3,800 r. p. m.

All bushings in base and connecting rods are of hard bronze. All shafts are of steel. The shafts and crank pin in flywheel are secured with nuts and nut locks, and cross-head pin is locked absolutely tight in piston. The two flywheels are made of gray iron, 7 1/8 inches in diameter, one inch face. The crank case is made of aluminum alloy, which insures lightness. The valve mechanism is a feature of the motor. The inlet valve is reached by removing one nut on top, and the exhaust valve, being held in place by a removable guide, is as easy of access.

The carburetter is of the float feed type and is controlled by a throttle affording speeds of from four to twenty miles per hour without advancing the spark. The splash system of lubrication is employed; the oil is carried in a compartment in the gasolene tank having a capacity for two hundred miles; it feeds to the engine by sight feed oil cups.

The frame of the bicycle is of 1 1/4 inch 14-gauge tubing, and the equipment is of high grade—Corbin Duplex coaster brake, Dunlop 2-inch motorcycle tires, Ideal motorcycle handlebars, Baldwin chain, etc.

The Crouch weighs about 130 pounds and lists at \$200.



CONSTANT STRIVING FOR ONE GOAL IS PRETTY APT TO WIN.

For 12 years we have been consistently working to put the NATIONAL at the top. We have spared no effort, no expense to put it there, and we have succeeded.

What the other fellow has been doing has not interested us much, as we knew that there were enough people in the country who were willing to pay a fair price for a good bicycle to keep us busy making them.

Our old customers have demonstrated to their own satisfaction that the NATIONAL rider usually buys another NATIONAL when he wants a new wheel. Any merchant knows that this kind of trade is valuable. It costs some effort to get it, but it costs little to keep it and less to get the renewal business. The truth of our phrase, "A National Rider Never Changes His Mount," is an ever-earning asset, for every NATIONAL sold has a profit in it for the dealer, and, as each purchaser becomes a satisfied rider, each sale usually means one or more additional sales with corresponding profit.

NATIONAL CYCLE MFG. CO.,

BAY CITY, MICH. U. S. A.

Have you had our 1904 Catalogue? Have you seen the Model 64?



Did it Ever STRIKE You

that

YOU ARE LOSING MONEY

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You Don't Know MORE about TIRE REPAIRING?

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Make it easy.

Outfit is not expensive.

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WASHINGTON,
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ST. LOUIS,

LONDON.

OMAHA,
MINNEAPOLIS,
DENVER,
LOS ANGELES

THE BICYCLING WORLD

FOUNDED 1877
and MOTOCYCLE REVIEW

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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, MARCH 19, 1904.

THE REAL CYCLE SHOW

will be the issue of

THE BICYCLING WORLD
FOUNDED 1877
and MOTOCYCLE REVIEW

April 2 next.

Strike Quickly and Hard.

As a necessary consequence of the phenomenal duration of the winter, trade is in an exceptionally backward condition. The selling season, instead of opening on March 1, as usual, will do well if April 1 sees it in full swing. In many sections of the country snow is still on the ground, and we have to go back to the memorable year of 1888, when the great blizzard took place on March 12, to find conditions even approaching those prevailing to-day.

The meaning of this is plain. Unless the trade is content to have 1904 go down to history as a bad year, it must bestir itself and strike quickly and with vigor. April, May and part of June—this is the short space into which the selling efforts must be concentrated. Hammer hard and fast from the beginning to the end of the time.

Who Favors Such a List?

"If the Bicycling World desires to awaken the trade, and at the same time create a thundering sensation, why not print a list of the men who are prominent in the trade, but who never ride a bicycle?" writes a well known tradesman. "If you should print such a list you would find in it the names of those who have done the most grumbling about the bicycle business dying out.

"I believe that every one who makes a living out of the bicycle business ought to ride a bicycle, and I am very sorry there are so many in the trade who during the past few years have not ridden to exceed a mile on a cycle. I think, however, there are some encouraging signs this year, and locally might mention that one of the most prominent and wealthiest men in this city asked me a few days ago to advise him as regards the best bicycle now in the market. He said he wanted to buy a new wheel for himself and one for his wife; that they intended to do considerable bicycle riding this season and, of course, wanted the best. I gave him a little advice, and the two wheels are ordered."

Triumph of the Nameplate Machine.

Quality tells in the long run. The nameplate bicycle is having its innings now, and is taking a long delayed revenge on its any-old-name and any-old-price competitor. Where a few years ago the latter was the favorite of all bargain hunters there are now few who will even look at it.

All classes of trade have been hit hard by the backwardness of the season. But what demand there has been was almost entirely for the better class of cycles—machines with a name and a reputation behind

them. The craze for cheapness seems to have passed, and price no longer dominates sales to the exclusion of everything else. A nameplate now has a value, and a frame, a pair of wheels, some bearings, a saddle, handlebar and tires no longer fill the bill when a person wants a bicycle to give him extended service and complete satisfaction. He now wants to know something about the machine to which he intrusts his safety or that of his family—who makes it, how long it has been on the market and what its record is. With such a thirst for knowledge the nameless bicycle stands scant chance of recognition.

The change is a welcome one. It marks a long forward step in the rehabilitation of the bicycle for which we have longed and looked so frequently of late years. And, what is scarcely less gratifying, it marks the triumph of painstaking and conscientious methods of manufacture over the Cheap John tactics which have held sway for so long and which at one time seemed likely to triumph completely.

The Season's First Ride.

Upon taking his first spin of the season the rider is apt to come home with aching muscles, as well as an unusual amount of fatigue. This is due to the fact that muscles long unused are called upon to perform certain duties, and they, very naturally, make protest.

It does not take very long, however, for these muscles to get into working order. A ride of a score or so of miles means that the legs have performed their piston-and-connecting-rod action many thousand times; and this reiterated use is comparable to the application of a lubricant which works its way into every joint and renders their action easy and natural. At the end of a few such rides the leg has become like a well oiled piece of machinery, ready to respond at any time, to make thousands upon thousands of circles without strain and almost without fatigue.

But vary the work a little—change the circle to be travelled by the leg. Raise or lower the saddle, or shift it a fraction of an inch forward or backward, and watch the result. There will ensue the early-season symptoms—the muscle-soreness which marked the first ride. In a short time this soreness will wear off, the leg becoming accustomed to its work and doing it without fatigue.

Practically all riders are familiar with the

symptoms we have described, but a much smaller number reason out the cause and profit by the discovery. They start out with a ride too long to be taken without undue fatigue and reach home fagged out and almost done for. The next ride finds them in condition to do a little better, but a longer or harder ride is taken, and at the end of it, instead of a feeling of satisfaction induced by an inspiring and all too short ride, there is experienced a what's-the-use feeling that bodes ill for the rational enjoyment of the pastime.

If we will only bear in mind that the body is not a machine, but a creation of flesh and blood, liable to be injured through overwork, we shall avoid such mistakes as this. Within certain limits the body is capable of accomplishing wonders; but not even on a bicycle can it be expected to stand overwork without injury resulting.

Imitation Repair men.

They have a rare lot of repairmen in England, and the cyclists of the "tight little isle" must have a fine time getting their machines fixed if this picture of the genus is correct:

The fact is that there are comparatively few good all-round repairmen, who can undertake any repair to a bicycle. Good men want good money winter and summer, and regular work, and comparatively few repair shops can give regular work at good wages all the year round. There are more "duffers" in the cycle trade than in any other similar mechanical occupation. Not one repairer in a dozen could produce in a repair shop a dead true solid bracket axle, properly tempered and finished, and the same incompetency is visible in all that such men undertake to do. "They don't know enough to come in when it rains," as Mark Twain observes, and as to fixing the price of the work they do—well! it would be dear at any price.

It is the Cyclist which draws this unflattering picture, so we must believe that it has not been overdrawn. On this side the repairman standard is not exceptionally high; but it is certainly miles ahead of the English one. At least, the average repairman can be depended on to do good work.

Manufacturers are Responding.

Some practical results are beginning to follow the efforts of Charles A. Persons toward stirring up a sentiment in favor of a general revival of road racing on holidays during the riding season. Not all the seed that has been scattered has fallen on barren ground.

The manufacturers, who have most to gain from a stirring up of interest and from work that will keep it stirred up, and upon whose co-operation, by the donation of prizes, the success of the agitation depended, are beginning to respond. This clears the prospect, and justifies hope for great things.

The peculiarly practical proposition made by Mr. Persons, that he would give a bicycle for prize to the first club or committee that promoted a road race in Worcester and obtained twenty-five entries for it has appealed to the manufacturers as a sensible way of manifesting earnestness and getting things started. Mr. Persons, who deserves great credit for the interest he has taken in this idea, and the persistence with which he has followed it up in the effort to have it adopted, wrote to the manufacturers asking them to pursue the plan in their locality, and favorable replies are beginning to come in to him. Up to date these are the offerings:

FOR FIRST ROAD RACE IN OHIO,
Offered by Miami Cycle & Mfg. Co.,
A RACYLE.

FOR FIRST ROAD RACE IN PENNSYLVANIA,
Offered by Reading Standard Cycle Mfg. Co.,
A READING STANDARD RACER.

**FOR FIRST FOURTH OF JULY ROAD RACE
IN CONNECTICUT,**
Offered by Eagle Bicycle Mfg. Co.,
AN EAGLE BICYCLE.

This is an auspicious beginning; still it is but a beginning, and sets an example that all other makers should follow. Nor should this be the end of the support. There are several holidays during the riding season, and road races should be promoted on every one of them in a score or more of places. There is no investment in advertising and no way of spending money through salesmen and agents which for a like amount will do bicycling as much good as it will to support these races. The appropriation of half a dozen wheels by every maker for prizes would seem to be a petty contribution to so great a cause, for it is one that reacts tangibly, practically and positively.

Dealers come and dealers go, but the permanent and continued benefit from the sowing of seed like this is reaped by the manufacturers, and the manufacturers should lend their stanch support to a rousing up of the country that will continue to yield profits even unto the next generation.

Incidentally, the promoting dealers should take heed of what is being done in Boston in the way of a grand reunion by an opening run of the season. That is a catchy proposition. It is one that does not cost much to promote, and such a run in every

place of size would be a fitting prelude to a road race on Decoration Day.

Promoters should not forget the coasting contests, either. They invite all classes of riders and can be run very cheaply.

Let the good work go on!

The silver lining to the present wintry cloud is the almost certainty that when Old Sol does get the upper hand he will continue in control of the elements. In past years promising seasons have been almost ruined by a cold and wet April or May following a sunny and balmy March or April. The rush of purchasers is checked by the prevalence of rain, just as a bright Saturday or Sunday fills the stores with buyers on Monday. And experience has proved beyond doubt that the ground lost in the spring is lost irrevocably—that no amount of subsequent fine weather will make up for it. On the other hand, the holding back of the riding season, as in the present case by uninterrupted and unmitigated winter, merely serves to make the average person the more anxious to get out into the open. In this desire the cyclist shares to the fullest possible extent.

We read of a man who is prominent as a dealer having made a mileage of 16,000 last year—in an automobile. The item adds that he is doing a prosperous business. Maybe, but he does not deserve it.

A bald headed man selling hair restorer, an emaciated consumptive selling lung developers do not fulfil the conditions of success any more than does a drunken sailor selling praper books.

It is human nature to want to know that the doctor uses the medicines he prescribes. When a man engaged in selling one style of vehicle makes a display of himself using another, it creates the impression that he does not think very highly of the goods he sells.

Good for Potter, of Cambridge, the same who, as related in another column, "rounded up" his customers and filled his shop with work in the shape of machines to be overhauled, ready for the spring riding! He is a dealer of the right stamp, and his influence cannot but make itself felt. There's nothing the matter with either cycles or cycling. A little of the old enthusiasm displayed now would accomplish wonders, and it looks as if the wonder-working machinery is getting ready to hum.

YOUNG CLUB'S ENTERPRISE

Baltimore Organization Plans Runs and Tours with Old-Time Enthusiasm.

Although only six months old, the American Wheelmen, of Baltimore, Md., set an example which might well be followed by older and more prominent clubs. They are preparing a programme for the 1904 season which is replete with interesting events, embracing short runs in their home city, tours of several days' duration, road races, etc. The club has eighty-seven members, and is in a prosperous condition.

The weekly club runs of the wheelmen will begin on next Sunday, when the members will take a run to Electric Park. Road races will be a feature of the programme during the spring and summer months. On Decoration Day a road race will be held over the American course on the Harford Road, the distance to be about six and one-half miles. July 4 will be spent at Atlantic City. The club will leave via the Ericsson Line for Philadelphia on July 2, and, after lunch in the Quaker City, will take a ferry to Camden, and from there will wheel over the famous White Horse Path to the City by the Sea. The party will return over the same route on July 5. On May 8 a journey will be made to Cabin John Bridge and Great Falls via Washington, D. C. On the last Sunday in August the club will make a visit to Gettysburg.

A. C. C. to Hold Race Meet.

At the March meeting of the Associated Cycling Clubs of New York last Monday night it was resolved to hold a twenty-five mile road race this spring at some time that will not interfere with the Irvington-Milburn. The race committee was instructed to proceed and make arrangements for the race, using its discretion as to time and place. It will probably be held on Staten Island some time in June.

League Day in June.

The annual meeting of the Rhode Island division of the L. A. W., which will hereafter be known as League Day, will probably be held the third Wednesday in June. The same day will probably be observed by the other divisions throughout the country, and the election of division officers will be held.

Suit Against Disused Track.

The suit of Levi French against the Atlantic City Cycle Coliseum Co., Atlantic City, N. J., on mechanic's lien, was on trial before Judge Higbee last week. The amount claimed is \$114 for materials furnished when the track was built a few years ago. Decision was reserved.

Customer—Let me have a gallon of enamel.

Clerk—Yes'm. For the bicycle, bathtub or face?—(Ex.)

Bicycles Plentiful at Palm Beach.

Visitors to Palm Beach, Fla., during the last few weeks report a general return to the bicycle for use in travelling around the paths of the picturesque winter resort on Lake Worth. The use of the bicycles is increased by the fact that there is only one horse in the town, "and that horse is a mule," as one visitor remarked. This lone mule draws a car back and forth from the ocean front to Lake Worth. The big hotels at Palm Beach each have more than one hundred bicycles for renting, which are in almost constant demand, while scores of visitors from the North bring their own machines with them.

Wants Damages From Driver.

Suit has been brought against Thomas McNierney, secretary of the New England Brewing Company, Hartford, Conn., by Mrs. Florence Wooley, who, in July last, while riding a bicycle, was struck by the defendant's horse and buggy. The front wheel of the latter passed over her knee, inflicting injuries that confined her to bed for some weeks. Damages in the sum of \$5,000 are asked for.

Open Season with Joint Run.

A joint run of the Eastern and Long Island districts of the Century Road Club Association will open the wheeling season for them on Sunday, April 10. About six hundred riders are expected to be in line, and they will parade through the principal avenues of New York and Brooklyn, and a photograph will be taken at Morningside Park and 116th street at about 3 p. m.

Road Officers for Tiger Wheelmen.

The following road officers for 1904 have been appointed by Captain C. Harding of the Tiger Wheelmen of New York: First lieutenant, P. J. O'Grady; second lieutenant, R. Muller; first sergeant, J. W. Dexter; second sergeant, H. Hintze; third sergeant, W. O'Keefe; color bearers, L. Lakowski and L. O'Keefe; buglers, Dan McCarthy and O. Ruppert.

C. R. C. A Plans Races.

Several race meets on the road have been planned to be held during April, May and June by the Century Road Club Association. On July 10 they will hold a fifty mile open handicap over the Long Island course. Again this year the association will hold a number of tours, which will be open to cyclists generally, even if not members.

Will Celebrate 25th Anniversary.

On May 26 the twenty-fifth anniversary of the Massachusetts Bicycle Club will be held at their club house, 541 Massachusetts avenue, Boston, Mass. This is to be a gala affair, with a banquet and addresses by old timers, such as the first president and first captain of the club, Colonel Pope, and others.

The New Jersey division of the C. R. C. of A. started off the year with a membership boom, taking in twenty new members during January.

AGAINST INCREASED TAX

St. Paul Wheelmen Assemble and Denounce Proposed Doubling of the Charge.

It is proposed to increase the tax on cycles from 50 cents to \$1 in order to raise more money for the maintenance of St. Paul, Minn., cycle paths, and the wheelmen of that city are vigorously opposing the proposal. A mass meeting called to give voice to the opposition was largely attended last week, and a permanent organization was effected at the same time, under the title of The Associated Wheelmen of St. Paul. William Johnson, a St. Paul dealer, was elected permanent chairman, Herbert J. Keller, secretary, and R. H. Arosin, treasurer.

When the meeting was called to order Tom Berg commenced the attack by a vigorous and humorous tirade against the evils of the dollar tax on wheels, pointing out the fact that the increase of the tax will drive many wheelmen to the secondhand dealer. The condition of the St. Paul cycle paths was such that it was a scandal to tax any one anything at all for their keep. Mr. Berg did not want to reflect at all on the efficiency of the cycle path commissioners, but at the same time he maintained that when a man is taxed to keep a road in good condition he has a right to expect something more than a succession of holes and sand hills on which to cycle. This condition of the roads was not only injurious to the wheel, but it was responsible for the moral degeneration of the man compelled to ride over them, and caused undoubted increase of the man's knowledge and use of anathema.

Last year the cycle path commissioners claimed that the fund accruing from the tax on wheels was not sufficient to keep the streets in condition. This year Berg himself was prepared to keep the paths in good condition for \$5,000 less than the sum that the path commissioners stated was required to do the work.

Berg's remarks brought Sergeant Clark, a newly appointed cycle path commissioner, to his feet to protest against the statements. If Berg was prepared to carry out his statement that he could keep the paths in condition, he, Clark, was prepared to pay him an extra \$3,000 for his work. Berg thought that he would think it over. Clark stated that at least \$8,000 would be required this year for the maintenance of the paths in proper condition, and it was to obtain this sum that the tax had been raised to one dollar. The commissioners expected to sell 10,000 tags for cycles this year, and increase of 4,000 over last year's sale.

The meeting indorsed the appointment of Sergeant Clark and passed resolutions protesting against the increase of the tax on wheels and requesting that the cycle path commissioners of Ramsey County be urged not to increase the tax, which, in the opin-

ion of the associated wheelmen of St. Paul, would be a severe blow to cycle riding as a sport and a hardship to those who are cyclists by compulsion.

A committee of eleven, one from each ward, was appointed to confer with the cycle path commissioners and discuss the question of economy in maintenance of the paths and the sale of tags.

Dyer Announces National Committees.

President Dyer, of the Century Road Club of America, has announced the following national committees for 1904:

Road Records Committee.—Chairman, J. W. Peterson, 85 Brookdale street, Cleveland, Ohio; James McIlrath, The Buckingham, St. Paul, Minn.; Thomas J. Walsh, 106 Newark avenue, Jersey City, N. J.

Legislation Committee.—Chairman, F. H. Watrous, Merchants Loan and Trust Company, Chicago, Ill.; H. M. Gordon, 509 Tremont street, Boston, Mass.; Gilbert C. Badeau, Far Rockaway, N. Y.

Membership Committee.—Chairman, W. L. Krietenstein, Terre Haute, Indiana; Noble O. Tarbell, Lake Geneva, Wis.; Charles S. Schneep, 177 East 117th street, New York.

Auditing Committee.—Chairman, H. W. Immke, 50 West 112th street, New York; Newton G. Crawford, 928 West Main street, Louisville, Kentucky; William A. Denn, 2015 Oxford street, Philadelphia, Pa.

Travelling Centurions.—Chairman, Walter G. Minnemeyer, 5530 Center avenue, Pittsburgh, Pa.; A. G. Armstrong, 675 Hudson street, New York; Dugald Currie, 132 Hamburg Place, Newark, N. J.

The Princess Repaired Damages.

According to a cable from London, John Tarbot, a cyclist, had peculiar good luck in being run down by a carriage. Tarbot rode in front of the carriage, and it was his fault rather than that of the driver of the carriage that the accident occurred.

The cyclist was knocked down and bruised, his bicycle smashed and his trousers torn. This was not very nice, but Tarbot's luck lies in the fact that the carriage which did the damage was occupied by the Princess of Wales, and that she was so much shocked by the accident that she sent one of the royal physicians to attend the young man. Nor was this all. The princess sent him a new bicycle, worth much more than the old one, and a new pair of trousers to replace those torn in the accident.

Hackensack Chooses Officers.

The officers of the Hackensack Wheelmen for 1904 are as follows: President, F. C. Koehler; vice-president, Evan G. Rupper; secretary, Charles S. Lozier; financial secretary, William Wyks; treasurer, A. A. Barrows; board of governors, J. R. Richards, F. I. Van Sann, R. J. Blake; captain, Keenan; lieutenants, Versfelt and Brower; color bearer, Prentice; bugler, Ziegler.

An English rider claims to have covered forty-two thousand miles on a single machine.

In Spring



*Cut No. 1.

THE YOUNG MAN'S FANCY

turns to thoughts of bicycles, or if it does not, it ought to. For, used rationally, there never was a manlier, more convenient, more healthful means of pleasurable exercise. And the bicycles we sell, the ——— and the ———, are the kind that tickle men's fancy—and women's, too. See them!

*Electrotypes of this cut will be supplied by THE BICYCLING WORLD at 35 cents each; a smaller size, 2 inches high, 25 cents.

Murnane on Cycle Racing.

T. H. Murnane, the veteran sporting editor of the Boston Globe, was in New York recently, and gave a Bicycling World representative his views of cycle racing, particularly in his home city.

"I see the National Cycling Association has decided to pay more attention to sprint racing than to motor paced racing. It seems to me it is a good move on their part. With the speed the men travel behind the big, high powered pacing machines these days you can never tell when an accident will happen, nor how serious it will be, if there is a fall," he said.

"It has often been said by men who ought to know that Boston will not patronize anything but motor paced races. But I am disposed to question the assertion. For one thing, motor paced racing was responsible for the loss of one of Boston's greatest favorites. When Harry Elkes was killed at Charles River last year I thought it would be the end of paced racing in Boston.

"It was directly due to motor pacing that Johnny Nelson died, and he was one of the most popular riders that ever rode in our city. Archie McEachern was another who was a favorite with Boston spectators, and motor pacing was the cause of his death also. Broken collar bones had become so universal among the paced riders last season that three or four of them at a time would be walking around in enforced idleness with one arm in a sling.

"From what I have seen of Boston's sport loving public, and I have lived there a long time now, I am inclined to think they would turn out to watch the sprinters in as great numbers as in times past they have appeared to cheer on the pace followers. The amateur sprint races which were run the last few years at Charles River and Revere Beach have seemed to be popular with the spectators, particularly events of five and ten miles, where prizes were awarded at the end of each mile.

"For one thing, the Boston papers always give quite an amount of their space to preliminary notices and accounts of races, and if the sprinters were to make several visits to Boston during the summer I am confident the people would turn out to see them race.

"Now that Mr. Kelsey has been elected to the chairmanship of the board of control, it ought to be a good time to try and increase the interest of Bostonians in sprint racing. With sprint racing as the avowed pursuit of the N. C. A. and the head of the board being chosen from our city, it will be strange indeed if the men who do not depend on motors for speed cannot draw good houses.

Canadian Club Flourishes.

The Hamilton Bicycle Club of Hamilton, Ontario, held its annual meeting on March 4 and elected the following officers: President, C. W. Scott; vice-president, H. E. Ralston; secretary-treasurer, J. A. Yorick. The club is in a flourishing condition and has a balance on hand of \$227.

AN EXPERT'S VIEWS

Burley Ayers, King of Tourmasters, Tells how to Prevent Straggling on Runs.

How to prevent straggling—that is, how to prevent runs from being practically uncompanionable and long drawn out processions of riders “going it alone”—is a matter which is engaging the attention of the Chicago Motorcycle Club. The officers have ideas on the subject, and of them none is more interesting than the opinions and suggestions of President Burley B. Ayers, who was one of the most famous tourists and tour conductors who ever straddled a bicycle. He expresses himself as follows:

“In motorcycling as a club, we are more or less our brother's keeper. If he fails on the road we must stay with him. And so we have in keeping the reputation of motorcycling itself; for, if most of our members spend the summer in the gutter endeavoring to make their machines run, and, further, if we start out on a tour and only a few get there and the balance get stranded by the wayside, it scandalizes the whole craft. Every man who lingers by the wayside fixing his machine is more or less a scandal to the fraternity. But this can be borne more than to start out on a pleasant day's run and find a lot of wrecks by the wayside that must be helped along. No one has the heart to pass a man in distress, and very likely none of our members will do so. And so, to take time by the forelock and make calculations into the future, it is well for us to look over our membership and see what we have in the way of rolling stock that will not go when it is wanted. And if there is any fixing to be done, let it be done now, and not wait until summer.

“It used to be a standing joke among cyclists that when a party was ready to move everybody would think of oiling up and adjusting. I used to experience this myself—so much so that we calculated on it in advance, and in our great cycle tours between Chicago and New York had the members oil and adjust before the time of starting, and we used to start on the dot. And yet even in the face of this we used to have people who would not do it, and they went without that function. This, of course, resulted only in their running harder. But in motorcycling it will be a very serious matter. A lack of calculation in this respect will result in disaster not alone for the man himself, but for his companion.

“Not every motorcyclist is a mechanical man—he may be a good fellow and a good business man, but not a mechanical one. And, perhaps, this is the reason he joins a motorcycle club—to get instruction and help. This the club can give easily, but it doesn't want to give it when on the road. It should be imparted before starting. And so the suggestion that every one list his machine and its condition; and we might have a

functionary whose business it would be to keep special track of this condition—a sort of superintendent of motive power, as the railroads call it, who is a mighty well posted man in gas engines and a good mechanic, and one who would take an interest in the machines. In fact, he ought to be a regular repairman in order to fill the bill right. Such a chief engineer would be of wonderful service to the club. Of course, every man is supposed to keep his own machine running right, and it might be the function of the captain to see that all members look sharp to this particular thing. Perhaps if the captain was charged with this particular function, and he in turn keep posted on everybody's motorcycle and watch its workings and prescribe or direct when it should be looked after and recommend the services of



NEW YORK BRANCH: 214-216 WEST 47TH STREET.

the repairman, it would fill the bill. But something of the kind should be done so that we as a body could be kept moving by providing for us the best talent and a general supervision that the riders would otherwise neglect. If a member had a machine with certain parts that were known to be defective and sure to break down, that member ought to be put in a position not to bother anybody else with his troubles.

“Of course, the best machine made is liable to get out of whack and go bad; but we will take our chances with such. But where a member, either through ignorance or wilfulness, brings his machine to a tour when it is only next door to a wreck, ought to be spotted and put in a class by himself. And, again, where a man has a high speed machine that will not go less than fifteen miles an hour without bucking, he ought not to be put alongside a man with a strong, easygoing engine that can easily run four miles an hour. Two such people cannot ride together nor even be on the same run; for one will run away from the other without intention because he can't run slow, or else the other

fellow will have to lose all the benefit of having his steady going engine and be compelled to whip up a fast gait when it was not agreeable to do so. On all this hinges the success of motorcycling in parties of two or more, and if our club is to be a success in this respect, and make our runs and tours things to be remembered and thoroughly enjoyed, we must have this matter covered well.”

Wants Oil Hole Opposite Valve.

There is one rider who is very precise and particular in his ways, and who, once he gets an idea in his head, is never satisfied until it is carried into effect. He has noticed that when his machine has been oiled—which operation is performed at regular intervals—the oil frequently finds its way to the rim and thence to the tire. It puzzled him for a while, as he is very careful not to put too much oil in, but after studying the matter he discovered the cause.

“There does not seem to be any particular place for putting the oil hole,” he says. “Now, in the front wheel of my machine it is nearly opposite the valve, so that when the machine is placed on the stand—to free the wheels from the ground—the valve, owing to its weight, naturally runs to the bottom, causing the oil hole to be upside down and the oil which is in the hub works out and drips on the rim. If the hole were put on the top instead of opposite the valve this would not be the case, and I think that that is how it should be in every wheel.”

Won't Buy Sidepath Tags.

Wheelmen of Orient Point, L. I., have taken a stand and refused to buy bicycle license tags, placed on sale by the Suffolk County Sidepath Commission. The reason for this action is said to be because of the bad condition of the bicycle paths, the commissioners spending little or no money in that district. Professor George Bailey, principal of the Orient Point school, and a prominent wheelman, is quoted as saying that the Orient Point wheelmen purchased their tags last year under protest and on the condition that the sidepath commissioners would keep the paths repaired and in a fair condition, and that after they had purchased their tags not \$5 was spent during the year on the Orient Point paths. The wheelmen seem determined to carry out their threat of not buying the tags, and they say that they will ride in the road if necessary.

California Clubs Support Road Project.

The effort being made by California motorists to connect Northern and Southern California by a fine, broad highway is seconded by the Associated Cycling Clubs of San Francisco, who have voted to support the project. It is planned to construct a macadamized road from San Diego to the Oregon State line, taking, as much as possible, the route followed by the old King's Highway.

Taylor Opens Badly in Australia.

Major Taylor made his first appearance in Melbourne, Australia, in the races which were run on Saturday, January 9, but he failed to get into any of the final heats. McFarland won the one mile Commonwealth Stakes, after winning his trial heat by fifteen lengths. Orlando Stevens was second, the time being 2:49 1-5. McFarland was the only American to qualify for the final of the two mile event, which he won in 5:23 by a length from Don Walker. Stevens was second in the second trial heat, while Major Taylor could do no better than secure fourth place in the same heat.

McFarland's tire punctured in the first heat of the three mile event, and Stevens finished first, Taylor being put out of it by a fall. Stevens won the final in 8:45 4-5 by a length from Scheps, winner of the last Austral Wheel Race. McFarland accounted for the five mile event, winning by half a wheel from Walker in 12:56 2-5, Stevens being a good third.

Taylor went to Newcastle, N. S. W., on Saturday, January 23, and captured the Taylor Scratch Race at one mile in 2:09 by six lengths from Don Walker and Scheps. Taylor qualified for the final of the one mile handicap, but could not catch the limit men.

The records of the American cyclists who are competing in Australia were as follows up to January 28:

	1sts	2ds	3ds	Amount of winnings
Floyd McFarland.....	10	0	2	\$407
Iver Lawson.....	14	4	1	264
Major Taylor	2	6	1	73
Orlando Stevens	2	0	2	57
Hardy Downing	1	3	3	32

Bicycle Track in White Mountains.

A new bicycle track in the White Mountains is in prospect for the summer. At Bretton Woods, near Fabyans, New Hampshire, Anderson & Price, the hotel men who manage the hostelry at Ormond, Fla., have two big summer hotels, and they have become so much interested in automobile racing that they have decided to build a two mile automobile track up there in the mountains as an attraction to the summer vacationists. The bicycle track is incidental to this, and will be built on the inside of the automobile track. W. J. Morgan, of old time race promoting fame, is interested in the project, and this is enough of an assurance that the bicycling end of the enterprise will not be slighted.

Lawson Suspended for Fouling.

According to a cable from Australia, Iver Lawson has been suspended for three months for alleged foul riding in his match with Major Taylor on Feb. 18, when the negro was so badly hurt that he was taken to a hospital. It is expected that Lawson, McFarland and Orlando Stevens will soon sail for Europe to take part in the spring races in France.

C. L. Clayton, a rural mail route carrier at Wellington, Kan., has purchased a motor bicycle and will use it in covering his route.

A Prince Stadium for Atlanta.

Atlanta is to have a new eight lap track, to be built by Jack Prince, according to a report from that city. It is to be 21 feet wide and made of planks three inches thick and one inch wide. The banks are to be steep enough to allow a speed of a mile a minute. The track is to be called the Stadium, and is to be located at Ponce De Leon, a nearby amusement place.

Seats will be built all around the track, and the lower tiers will be divided off into boxes. Seating capacity will be provided for more than five thousand spectators. Prince will have the track surface built first and the stands afterward, so the riders can go to Atlanta to train. The first meet will be held on April 6, according to the present schedule.

Dorlon, Root, Hadfield, Krebs, Galvin, Lake, Leander, and Jimmie and Willie Michael will leave the Jacksonville track, to race at the opening meet, and an effort is being made to induce Frank Kramer, Tom Butler and Jed Newkirk to leave the Vailsburg track and compete against the riders who are now in the South. Joe Nelson may also be matched against Michael on the opening day.

For a Southern Circuit.

Coley Anderson, of Atlanta, and "Jack" Prince are working on a plan to organize a circuit to include the cities of Atlanta, Jacksonville, Nashville, Memphis, Savannah and New-Orleans. Frank L. Kramer has written to Prince, saying that he expects to be at Jacksonville in the near future, and he is counted on as the star attraction of the proposed circuit. The promoters expect many other riders to come South if the circuit becomes an assured fact. The men they are counting on are James Moran, George H. Collett, G. C. Schreiber, W. S. Fenn, John and Menus Bedell, James B. Bowler, Owen S. ("Old Kaintuck") Kimble, J. P. Jacobson, Tom Butler and E. S. Coilett.

Walthour Wins Over Dangla.

Bobby Walthour defeated Dangla, the French pace follower, in his first match in Europe on Thursday, March 17, according to a cable from Paris. The match was in two heats, one of ten kilometers and the other of twenty kilometers, and was decided at the Buffalo Velodrome at Neuilly-sur-Seine, Paris.

Argentina not a Gold Mine.

The European racing men who have been racing at Buenos Ayres, Argentina, during the winter, have returned to Paris in good health, but not much richer than when they started. The riders claim they were not fairly treated by the South American promoters.

The Philadelphia Motor Cycle Club has leased the premises at No. 2513 North Broad street, and will fit it up as a clubhouse.

Krebs, Galvin and Root Win.

Floyd Krebs, J. Fred Galvin and E. F. Root each won a race last Sunday at Jacksonville, Fla. The Newark man proved the best sprinter in the half mile, open, which he won from Hadfield and Lake. Galvin rode from the 100 yard mark in the one mile handicap, and won in 2:06. The five mile open furnished an exciting finish between Root, Krebs and Galvin, the trio being only inches apart at the tape. The summaries:

Half mile open, first heat—Won by Floyd Krebs, Newark; George Leander, Chicago, second; J. Frank Galvin, Hartford, third. Time, 1:20. Second heat—Won by Charles Hadfield, Newark; E. F. Root, Boston, second; L. R. Lake, Brooklyn, third. Time, 1:12. Final heat—Won by Krebs; Hadfield second, Lake third. Time, 1:14.

One mile handicap—Won by J. Frank Galvin, Hartford (100 yards); Oliver Dorlon, Brooklyn (80 yards), second; Charles Hadfield, Newark (80 yards), third. Time, 2:06.

Five mile open—Won by E. F. Root, Boston; Floyd Krebs, Newark, second; J. Frank Galvin, Hartford, third. Time, 11:31 2-5.

Two Pope Racing Teams?

R. L. Winkley, publicity manager of the Pope Manufacturing Company, says the report from Hartford that Colonel Pope contemplates buying the Velodrome track in that city is incorrect. According to the report, the Pope Company intended to have two sets of sprinters during the season of 1904, and wished to use the Hartford track as a training ground. Mr. Winkley said the company might have two racing teams in the field this year, but if they did one team would be kept in the West and the other in the East, and so far no overtures had been made toward buying the Hartford track.

Fisher to Quit Cycle Track.

John T. Fisher, of Chicago, according to a report from that city, will not be numbered among the ranks of the cycle racing men during 1904. He is said to have signed with Orlando F. Weber to drive a racing automobile which is being constructed for the latter. Weber was until recently a cycle racing man himself and has lately gone into the automobile business.

Why Fenn is Pleased.

W. S. Fenn, of Bristol, Conn., is a cycle racing man who is very much pleased at the prospect of few paced races during the coming season. Fenn followed pace for a time during 1902, but was not very successful, as handicap riding has always been his forte. He has also expressed a wish that team work in sprint races should be done away with.

Bardgett to Race April 1.

Walter Bardgett is to race in London on Good Friday, April 1. His opponents are to be Walter Rutt of Germany, Willie Hinz of Poland and Sydney Jenkins of England. The match is to be three heats, and is to be decided at the Canning Town track.

"ON TO THE RESERVOIR"

Boston's Pioneers Will Flock to Famous Old-Time Resort on May 1.

Most of the big cities will seem to be "dead slow" as compared with Boston by the time May 1 arrives, for there is going to be a revival run there that will stir up the cobwebs of cycling from cellar to garret. It is already assured of being a huge success, and yet it was begun in a quiet, easy way:

On Washington's Birthday a card was hung up in the store of W. E. Eldridge, the Pope agent, at 223 Columbus avenue, Boston, reading as follows:

"WHEELMEN, WAKE UP!

"A lot of us are going to get out on our wheels, as we used to do, and have a mammoth reunion at the reservoir, Beacon street, Brookline, on Sunday, May 1, at 11 o'clock.

"All the oldtimers will be there. All the clubs for miles around will have club runs to the reservoir on that day. Photographs will be taken. The newspapers will write it up. Refreshments will be served. Those who miss it will be sorry.

"We are going to be there.

"Sign your name."

From this beginning, similar placards were sent out and put up everywhere, in cycling stores, club rooms and public places frequented by cyclists. The result promises to see from one to five thousand cyclists rendezvous at the reservoir on May 1, riding there from every direction. The success is certain because of the number now pledged to go and from the way the oldtimers are supporting the movement.

The original placard posted in Mr. Eldridge's store has had over 700 names signed to it, with all the others that are out yet to be heard from. They will not be gathered in for a month yet.

Concerning the prospects of the run Mr. Eldridge says:

"I have recently met some of the oldtimers and they have stated that they were going even if they had to walk. Some of them are going to take their old wheels of ten, fifteen and even twenty years ago, and during the past few weeks have been taking them apart and putting them in order. There will be on this run many old ordinary bicycles, such as the Grasshopper, Kangaroo, Springfield Roadster, Star and the old style of English wheels. You would be surprised to see what interest is shown among the oldtimers, for such a run as this will bring them all together, to renew old acquaintances and talk over reminiscences.

"There will be no special place of meeting in Boston, but they will go as they please in parties of from two to one hundred, arriving at the reservoir at 11 o'clock on that day. I have received word from the club in Lynn, Mass., that eighty of their members will be present, and have also heard

that a large delegation is coming up from Providence, as well as from Worcester. There seems to be more interest displayed this year than has been for several years past. If the parties who have said they were going to ride this year fulfil their word we will see many out whom we have not seen for many years."

This plan of a general reunion of cyclists, not "promoted" by any organization or any one, and the success that is attending it in Boston, is full of suggestion for the "live ones" of other cities. It is presumed that some of the tradespeople are paying the expense of printing placards and furnishing refreshments, but there is no committee, no grand marshal or fuss of any sort, and the result will be a genuine reunion. It will be a chance for all the oldtime riders to get out and see what has become of John and Fred whom they have not seen for years and concerning whom they wonder if they are still riding and how they are getting on. Hundreds will recognize the chance and go to the reservoir and there will be a grand time of unexpected meetings between old friends and tidings of others who are absent. The idea has in it something that is inviting to the average person, and would be a success in any city. It is not too late, either, for others to try it for, say, Sunday, May 15.

Officers for Clover Club.

The Clover Cycle Club of Lynn, Mass., has elected the following officers: President, Edwin C. McKenzie; vice-president, Elmer L. Elliott; secretary, Roy G. Clough; financial secretary, James J. Walsh; treasurer, Frank S. Allen. The above officers were chosen to hold office for six months, but the following road officers were elected for one year: Captain, Walter I. Blake; first lieutenant, Arthur C. Myers; second lieutenant, Alfred Genereux; sergeant, Forest D. Osgood; first bugler, Harold Pembroke; second bugler, Albert J. Lucia. Board of directors chosen to serve for six months: J. Aubrey Vaughn, Fred G. Blaisdell, Chas. Cowell, Frederick E. Rositer and Walter I. Blake.

Elects Full List of Officers.

The Shelburne Falls Cycle Club, of Shelburne Falls, Mass., has elected the following officers for 1904: President, N. J. Redfern; vice-president, Everett Haigis; clerk, J. F. Temple; treasurer, Frank Howland; directors, J. Haigis, William Stemple and L. P. Woodward; captain, Henry Cramer; first lieutenant, William Spencer; second lieutenant, Fred Turner, and bugler, Charles Rowland.

Cohoes has Club Election.

At a meeting held last week the Cohoes Wheelmen, Cohoes, N. Y., elected these officers: President, Henry S. Kahn; vice-president, H. O. Folger; secretary, James Stewart; treasurer, F. L. Ostrom; financial secretary, Frank Howe; captain, L. B. Stewart; first lieutenant, R. M. Campbe"

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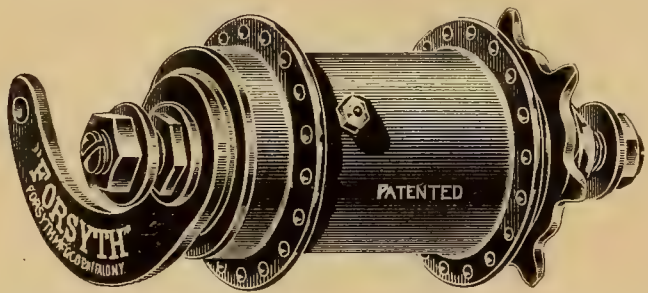
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There is no "Drag" in the Frictionless Forsyth.

The wheel fitted with one spins absolutely free.

IT IS ONE OF THE FEATURES THAT IS CARRYING THE FORSYTH
HIGHER AND STILL HIGHER IN POPULAR FAVOR.

And of course you know that you can adjust a Forsyth coaster brake exactly as you adjust the bearings of the bicycle. That's another big feature; and there are others. Want to know them?



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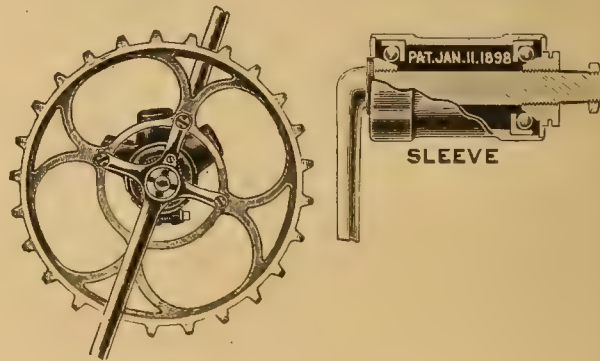
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"D. & J." HANGERS.



Seven (7) years have proven the "D. & J." to be the

STANDARD HANGER for High-Grade Wheels.

They are mechanically correct, all bearings being within a sleeve (see cut) and independent of the frame, this important feature every mechanic appreciates, and a thorough trial will convince any Rider that they run easier and will last longer than other hangers.

The future of the Business depends upon supplying the Rider with the Best. "D. & J." HANGERS will do their part toward building up and holding your trade.

"D. & J." HANGERS cost but a little more than "one piece" and other cheap hangers, and it should be as much to the interest of every Agent and Rider to use wheels equipped with "D. & J." HANGERS, as it is to our interest to make the Best Hangers for them to use.

SIMPLICITY—QUALITY—SATISFACTION.

PARK CITY MFG. CO.,

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The Bicycling World

AND MOTORCYCLE REVIEW.

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No. 26

POPE NAILS THE SLANDER

Gives Retort to the Venerable Chauncey M. Depew at a Public Banquet.

At the annual dinner of the Transportation Club, in this city, on Tuesday evening, Colonel Albert A. Pope had an opportunity to publicly refute the oft repeated calumny concerning the bicycle, and promptly took advantage of it.

Senator Chauncey M. Depew, the president of the club and the toastmaster of the occasion, several times referred slightly to the bicycle, at one time speaking of its "extinction." When it came Colonel Pope's turn to speak, he told the three hundred more or less prominent personages present that not only was the bicycle not extinct, but that his factories alone had produced 360,000 bicycles within one recent twelve-month. Colonel Pope was very emphatic in his statements, and said, further, that the bicycle was coming back, and merited the approbation and assistance of every man within his hearing.

Mr. Depew, in the course of his opening speech, in which he made the reference to bicycles and in which he sought to trace the development of the demand for rapid and still more rapid transportation, undertook to explain why so many persons had ceased to use bicycles. His explanation was clever and not without substance.

"They desire speed," he said, "but they do not want to work for it."

General Creditors get Nothing.

The Motor Cycle Mfg. Co., Brockton, Mass., is now but a memory. The closing chapter in its career was written last week, when H. E. Swift, the receiver, rendered his final accounting and was discharged by the court.

The account showed that all preferred debts had been paid as well as the expenses of the receivership. The money realized from the sale of the property to the American Motor Co. was sufficient to cover these debts and expenses.

The chief item of interest in the report was that stating that there was nothing left for the general creditors. Very many of these were purchasers of Marsh motor bicycles who had paid deposits on machines

before the failure. The American Motor Co., which is composed chiefly of men identified with the old concern, offered these creditors stock to the amount of their claims, and the receiver's report makes plain that any who failed to accept this offer were left entirely empty handed.

Bishop Gets Verdict for Large Amount.

In the Common Pleas Court at Cleveland, Ohio, last week the long pending suit of H. H. Bishop against A. L. Garford was decided in favor of the plaintiff. The jury gave him a verdict for \$18,358.96. He originally sued for \$14,450.18, with interest from 1899, the litigation growing out of the disposition of the old Sunol Bicycle Co., of Cleveland.

Bars Motorcycles From Auto Shows.

In England they are gradually awakening to the fact that motor bicycles are bicycles and do not readily "mix" with automobiles. As far as the automobile shows are concerned, the Society of Motor Manufacturers and Traders has forced a divorce by voting to exclude motorcycles from all future exhibitions held under its auspices.

To Test Tires and Lamps.

The Autocycle Club of Great Britain, where visions of side slipping haunt their dreams, has an "anti-skid test" programmed for the summer months. It will cover an extended period. The German Motorcyclists' Union has gone off on another tack, and will hold a "motorcycle lamp competition."

Willis to "Invade" New England.

The E. J. Willis Co., of this city, has finally decided to "invade" Boston. The Willis store in the New England metropolis will be located at 38 Columbus avenue, and will be in charge of George H. Brown, formerly of the Equitable Distributing Co.

Seward Succeeds Turner.

William H. Seward, jr., has been elected treasurer of the Hartford Rubber Works Co., succeeding F. H. Turner, resigned. Mr. Seward is the superintendent of the rubber works, and will continue to fill that office also.

Riverside, Cal.—V. O. Harter has sold a one-half interest in his store to G. W. Allen. East Hampton, N. Y.—Le Roy Edwards is building an addition to his store.

NEW TRADEMARK LAW

Introduced Into Congress and now Pending—Text of Its Provisions.

Washington, D. C., March 21.—Senator Clapp has introduced a bill to provide for the amendment of the trademark laws covering trademarks used in foreign or domestic commerce, to the effect that the owners of such trademarks may obtain registration for same by complying with the following requirements:

A statement must be recorded in the Patent Office giving the name, domicile, location and citizenship of the applicant; the class of merchandise and the particular description of the goods comprised in such class; a description of the mark, with facsimile thereof, and a statement of the manner of applying the same to the goods, and the length of time during which it has been used as a trademark. The fee for registration would be \$15.

The application would have to be accompanied by a written declaration, verified by the person, firm or officer of a corporation applying, stating that the party has a right at that time to the use of the trademark for which registration was sought, and that no other person, firm or corporation had the right to such use, either in that identical form or in any such near resemblance thereto as might be calculated to deceive; it must also be stated that the trademark is in actual use in interstate and foreign commerce, and that the description and facsimile presented truly represent the trademark for which registration should be sought.

The filing date of any application would be noted and recorded, but no alleged trademark would be registered unless it should appear to be lawfully used in a lawful business by the applicant, in the commerce indicated, or was within the power of a treaty, convention or declaration with a foreign power; nor would registration be allowed to any trademark which was identical with such a mark owned by some other person and appropriated to the same class of merchandise, or which would so nearly resemble the same as to be likely to cause confusion in the mind of the public or deceive purchasers.

In an application for registration the Com-

missioner of Patents would decide the presumptive lawfulness of claim to the alleged trademarks, and in any dispute between an applicant and a previous registrant, or between applicants, the Commissioner would follow, as far as the same would be applicable, the practice of courts of equity of the United States in analogous cases.

The life of a certificate of registry would be thirty years from its date, except in cases where the trademark is claimed for and applied to articles of foreign manufacture, and which would receive protection for a shorter period of time under the laws of the country in which the goods were manufactured, in which case its life would cease simultaneously in this and the foreign country. At any time during six months prior to the expiration of the thirty years, registration could be renewed on the same terms and for a like period of time.

Registration of a trademark would be prima facie evidence of ownership. The reproduction, counterfeiting, copying or colorably imitating any registered trademark, and the affixing of same to merchandise of substantially the same descriptive properties as those described in registration by any person, would be cause for action for damages for the wrongful use of said trademark; and the party aggrieved would have remedy according to the course of equity to enjoin the wrongful use of such trademark used in interstate or foreign commerce. Compensation therefor could be recovered in any court having jurisdiction over the person guilty of the offence; and the courts of the United States would have original and appellate jurisdiction in such cases, without regard to the amount in controversy. No action or suit could be maintained when the trademark was used in any unlawful business or upon any article injurious in itself, or upon any article in connection with which false representations are made, or which mark had been used with the intention to deceive the public in the purchase of merchandise, or upon any certificate of registration fraudulently obtained.

Any distinctive name, word, phrase or symbol, the name of a deceased person of character famous in history, fiction or literature, the name of a living celebrity with the consent of the person, by which the origin or ownership of goods can be distinguished, shall be considered proper subject matter for trademark registration; provided, that no merely descriptive word or phrase, or merely the name of the applicant (unless such name be in a distinctive shape, or consist in the written signature in original or facsimile of the applicant), or a merely geographical name or term, shall constitute a trademark which may be exclusively appropriated, and, provided further, that no public arms or decorations, including the national flag, shall be registerable.

Every foreign applicant for registration must have some one representing him officially in this country.

The false marking of goods as registered when such is not the case would entail a penalty of not less than \$10 and costs. The counterfeiting of a trademark in any way whatsoever would entail a punishment of not less than \$500 nor more than \$1,000 for each and every offence.

This bill would be retroactive in so far as all applications pending at the time of its passage could be amended so as to conform to its requirements.

ABOUT WINDOW DISPLAYS

One Dealer's Ideas on the Subject—Two Classes of Customers.

"Don't try to see how much of your stock can be piled into a show window," said a successful New York dealer, when asked for an opinion window dressing. That he is well qualified to answer such a question can be assured, as he has been in business for five years, starting as a repair man on a very small scale, and expanding until his business has grown till his advance order for 1904 stock, mostly of the highest priced machines, amounts to a total cost to him of \$2,000.

"A far better and more effective display can be made by putting one or two of the newest and highest priced machines you have into the window than to fill the window up with a lot of miscellaneous sundries," he continued. "Lamps, bells, handle bars and saddles are sure to become dusty and dirty or rusty in a few days, unless they are cleaned every day, and that would require a lot of valuable time. On the other hand, it is an easy matter and the work of a very few minutes to polish up the nickel and enamel of one or two bicycles.

"Some dealers claim that sundries will not sell if such goods are not displayed in the window, but I do not think so. If a man or a woman either starts out intending to buy a new saddle, lamp or bell, they will stop at a store where only bicycles are shown in the windows just as quickly as they will go into a place where most of the sundry stock is gathering dust in the windows.

"I confine my window display to the best and highest priced machines I have in stock, because that is the class of goods which I am most interested in pushing. I try to sell the best grades of both the chain and chainless wheels to my customers, because there is no doubt at all in my mind that I will make and keep more friends by pursuing such a course. Of course, I keep cheaper machines in stock, but I always advise customers to buy the higher priced models.

"It was only last week that I booked orders for two high grade machines for a man and his wife who had refused to take my advice last summer. The man and his brother came into the store quite often last spring, and finally I sold the brother two good machines for himself and wife. But the other man stopped at a department store one day, and he and his wife bought machines for \$14.95, or some such price.

"After they had been riding their nameless machines for about three weeks they began bringing them in to me to be fixed. The bearings would tighten up and the balls would crack and break. The spokes were continually breaking, and one or the other of the machines was in my hands for repairs most of the time. And, of course, I charged them for all the work done on the

bicycles. Occasionally some trifling repair would be needed for the good machines which I had sold the brother and his wife, and often I would make no charge.

"Finally the man who had bought the department store bicycles stopped coming into the store. I met him on the street one day and asked him why he had not been around to see me, and he replied that he did not think I had treated him just right. I, of course, wanted to know how I had offended him, and he said that I always charged him for repairs to his wife's wheel and his own, while most of the time I fixed up the bicycles of his brother and his wife for nothing.

"Then I called his attention to the fact that his brother had bought two high grade machines and had purchased them from me, while in his case the bicycles were cheap machines, and had been obtained from a department store which had no repair facilities. He had paid for two machines a trifle more than half the amount his brother had given for one, and he could hardly expect that his machines would give as good satisfaction as the ones which his brother and his wife were riding. But this year he and his wife will be riding high grade bicycles.

"In fixing up my windows I try to show something new. For instance, in the window with the smaller floor space I have a Tribune Blue Streak, with the new spindle hubs and the D shaped front forks, and a Pierce racer enameled black. More than a dozen riders have come in just to ask if that is really a Pierce, because the Pierce generally is enameled with the familiar carmine. In the larger window I show a Columbia Superb with the new chrysoberyl finish; a racer with the aluminum finish and the golden head, and a Cleveland special with the new transparent blue finish.

"When the selling season for bicycles is over in the late summer I sometimes put lamps, bells and other sundries into one of the windows, but during the spring and early summer I never allow anything but bicycles to be shown, and I have found it the best policy."

Price of Patents to go up.

If a bill now pending in the House is enacted, the cost of obtaining printed copies of specifications and drawings of patents will be at least doubled. The present statutes read: "The price to be paid for uncertified printed copies of specifications and drawings of patents shall be determined by the Commissioner of Patents." The price charged has been a minimum of five cents and a maximum of 10 cents, the former figure being the only price charged for some time.

The bill as reported to the House amends the statutes by adding at the end of the present law the following: "Providing that the maximum cost of a copy shall be 10 cents for each unit of five pages, or fraction thereof, contained in the specifications and drawings of such printed copy."

Under existing law the same price has been charged for a copy of a patent of only one page as was charged for a copy of a patent of one hundred or more pages.

LEVEDAHL'S LECTURE

Aurora Expert Delivers an Interesting Discourse on Motorcycles.

At its meeting on March 9 Alex Levedahl, president of the Aurora Automatic Machinery Co., makers of the Thor motor and fittings, delivered a highly interesting and instructive lecture before the Chicago Motor-Cycle Club. It covered a wide range of subjects, all, of course, bearing on motor bicycles. Despite the miserable condition of the roads, Mr. Levedahl proved himself a practical motorcycleist, and added weight to his remarks by riding from Aurora to Chicago, making the journey in three hours, and, incidentally, being subjected to some experiences that he turned to the advantage of his audience.

The first eleven miles were ridden in three-quarters of an hour. The roads then grew terribly muddy, and, after about fifteen miles, Mr. Levedahl's engine began to misfire. He put in another plug, but this did not remedy the trouble. Later he examined the carburetter and found the "skipping" due to what had happened to him but once before in a long motorcycle experience all over this country: mud that had gathered on the carburetter held down the priming pin, thereby giving the engine too much gasoline. This may occur to any carburetter having a priming pin. Arriving at Lyons, about twelve miles from Chicago, he stopped again, and this time found the gasoline tank empty. The priming-pin trouble had allowed the gasoline to run out. Replenishing the supply, he started again, and then his tire punctured. The road was so rough, and Mr. Levedahl weighing over 200 pounds, the pedals also gave out under him, his methods of riding being to stand on the pedals—in fact, this was the only way possible to negotiate such an awful road as is the forty miles between Aurora and Chicago just as winter is breaking up. The trip was a great indorsement of the endurance of a motor bicycle, and the engine used, for it had to do mighty work to carry its load.

Mr. Levedahl began his lecture with a discussion of carburetters. He had had little experience with any other than the Thor, although he had ridden other machines, particularly in California. It was his opinion that, unless one was an expert, the carburetter had better be left alone, for rarely does it need the adjusting that the novice usually imagines. The novice too often turns to the carburetter when anything goes wrong, whereas the trouble is usually in the electrical system. Mr. Levedahl said when he first got a machine he was advised repeatedly not to touch the carburetter. He found it hard to keep his hands off it at first, but later learned that the advice was sound, and that troubles were generally elsewhere. Mr. Levedahl gave it as his opinion that any motorcycle that a reputable dealer

would handle to-day was all right. Some machines, of course, will perform better than others, but the trouble that arises, he thought, was traceable in most cases to the rider, and not to the machine.

Each carburetter had an individuality requiring special adjustment to attain finest results, said the lecturer; and when adjusted to one machine might not do the same work on another. A carburetter that was easy to start with might not be good for high speed, and the reverse was also true.

A cylinder will never be cut if it was even reasonably oiled—it would even run fairly dry without injury, as before it could reach the state that would seriously damage it the piston would "stick" many times. Thus the operation of expansion would save the careless operator from damaging his motor. It is therefore automatically fool proof, and many times when the piston "sticks" the rider ought to congratulate himself. But cylinders do cut, and when it occurs it is evidence that great abuse has been done the machine.

Mr. Levedahl exhibited a cylinder that had been cast in the usual Thor mould and dwelt on the construction and difficulties. He said to produce a good gray iron casting, free from defect, was not an easy thing. In fact, of all the cylinders cast only about 40 per cent were good; the rest had to be thrown out. The fault is with the foundrymen. In the years leading up to the present common gray iron castings were not made to perform the fine functions of a gasoline motor, where the inside had to be polished and be made so perfectly airtight; the art, therefore, had not reached a point where success was easy.

As to radiation, Mr. Levedahl said a surface coated with black lead would radiate 50 per cent more heat than a bright surface. His cylinders were made to develop $1\frac{3}{4}$ horsepower, but in the brake test they developed 2 horsepower. Sometimes they ran up to $2\frac{1}{8}$ and $2\frac{1}{4}$ horsepower. But the engine is designed to stand $1\frac{3}{4}$ horsepower, and it will run indefinitely under that load. For quite a while it will stand for a 2 horsepower load, and a little over, but after a time it might overheat. This accounts for cases where riders complain of engines slowing after running a few hours. It is not supposed that an engine calculated for a certain load can be worked above that load for an extended period without showing the effect. But this effect even then is not serious—it would simply cause overheat and slow down the engine, which with the slowing would gradually cool and return to its normal work. Poor handling of the gas and compression could also cause this—overgassed and over compressed for work requiring less power.

As to expansion from overheating, Mr. Levedahl found one engine in California where the cylinder had expanded slightly oval, thus decreasing the compression, with loss of power. This cylinder had not, of course, been annealed. A cylinder that has

been annealed will not thus expand. The front of an engine gets more air than the rear, and has been carefully noted for effect. He had noticed on a steel cylinder (which shows effect of overheating quicker than iron) the inside showed a blue mark following and immediately behind the rods clamping the cylinder to crank case. As to position of engine in the frame, it had been argued that when placed in front, with the head inclined forward, it would get the air first and freest. But Mr. Levedahl said that when in the middle of the frame and as part of the frame taking the place of the seat mast, it got plenty of air, as nothing was in front of it, practically. But there were engines mounted behind the mast and behind the spark coil, that possibly might feel the effect of thus being shielded from the direct air current. An engine should be so placed that the air can get all around the ribs. He had found out also that by boring holes through the ribs, the radiation was considerably increased. This is somewhat of a paradox, for thereby the surface is made less, but practice had demonstrated this to be fact.

As to the efficacy of iron ribs vs. copper, he agreed that copper was a better metal for throwing off heat—that is, it would draw heat away from iron, but it was a better retainer of heat than iron. Weight for weight, the copper would draw heat away from iron and then keep it, but if the copper ribs were much lighter, thus making more radiating surface, it might be that they would be efficacious in cooling the cylinder. But it must be remembered that copper is used for soldering for the reason that it holds heat so long.

Overheating of the engine was also the source of stopping or misfiring, due to the spring holding the inlet valve losing its resiliency. This spring has to operate with wonderful quickness, and therefore must be up to its maximum springiness to perform its function well. There had been some thought given to this subject and the placing of the inlet spring outside the combustion chamber was seriously considered. Ribbing the combustion head as it was now constructed would not accomplish the result. This brought up the question as to which was preferable—the automatic or the mechanically operated intake? Mr. Levedahl thought the automatic was right, according to present practice as applied to the Thor engine.

As to spark plugs, Mr. Levedahl thought they are all pretty much alike in general practice. He was experimenting on a new one that is constructed with particular reference to extreme expansion and contraction, and so far it had proved a decided improvement. A sample plug was exhibited, showing how the porcelain was held rigidly tight under all conditions, thereby reducing breakage of the porcelains fully 90 per cent. Jerking of the machine under slow speed was referred to, and to overcome it throttling was recommended, using the new handle bar throttle and retarding the spark so that compression would be low. Skill in operating could overcome all this jerking.

The power of the engine was ascertained to be greatest at 2,500 revolutions in the brake test. Pressure in cylinder, Mr. Levedahl said, was theoretically about 105 pounds at highest compression point, but leakage in the valves really brought this down to ninety pounds in practical operation.

WHAT YOU GET FOR YOUR
MONEY IS AS IMPORTANT
AS THE AMOUNT YOU P-
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Canon City, Col., March 19th, 1904.

"I have had twelve years experience in the bicycle business and can say your spring fork is a winner."

Wherever the season has opened, that's what they all say.

There are some bicycle dealers who are letting slip the opportunity of selling it.

Now is the time to begin. National dealers prosper with us.

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When you Buy Bicycles insist on **FISK TIRES**
They give absolute satisfaction.

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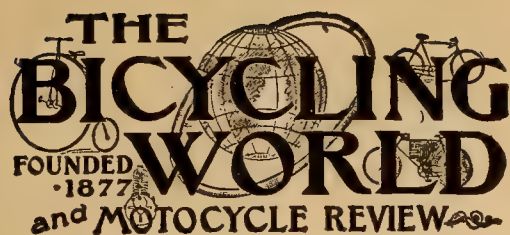
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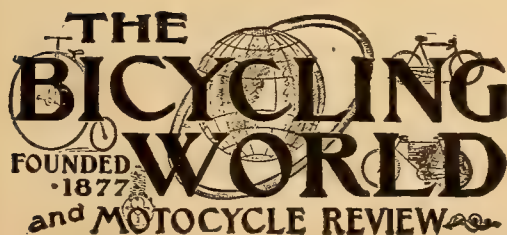
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To Facilitate Matters Our Patrons Should
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NEW YORK, MARCH 26, 1904.

THE REAL CYCLE SHOW

will be the next issue of



The "Commonness" of Cycling.

"No," said the man whose sallow face bespoke the fact that his liver was on a strike, "I do not ride a bicycle any more. I drive my span of trotters on the road afternoons and Sundays instead. The bicycle has become so common now, you know; all the clerks and mechanics and errand boys ride them."

This was actually the remark made by a man of the sort described. Such twaddle! This dear gentleman surely ought never to bathe—at least in the ocean—because he is then in the same bathtub with a lot of "clerks, mechanics, errand boys" and others guilty of worse things than that of having honest vocations. We should think he would refrain from bathing in his private bathtub at his city home, because the water from the same reservoir flows through the same pipes to the meanest tenements. He certainly never should ride in street cars, nor on steam railways, nor cross bridges, nor go on ferryboats, for they are all horribly common and used by persons not in the least fastidious. The tender creature surely should never think of walking on the street or highway, for every one does that; and as for indulging in any gymnastic exercises for the good of his liver, and to help him enjoy life, he positively should refrain, because prize fighters, wrestlers and plug-uglies do that.

It is most astounding that this chappie should drive a horse on the common highway, because grocer clerks and butcher boys and vulgar stablemen are there his companions on the road. They are out every afternoon, including Sundays.

The sentiment expressed by this shallow pated individual is not, however, one that has not been heard before. Quite a few persons who would not like to admit they belong to a class of amiable nincompoops and have flunkey instincts have quit the enjoyment of bicycling and given up the grand benefits of it because so many of the common working classes have learned how good it is and have found it to be within their means. The flunkies always put on more airs than the masters. The wealthiest and most fashionable people in this country have bicycles at all their country places and ride them. In England the King and Queen and all the members of the royal family ride. They ride because of the good it does them, and because they enjoy the exercise. Those of flunkey spirit dare not do the same, because, having no private grounds for riding

and no lackeys to accompany them on the highway, they would run the risk of being mistaken for just plain, sensible persons—which they are not.

It is so silly, this nonsense about bicycling being "common." It is a blessed thing it is. So is the atmosphere we all breathe common, and it would be a good thing for humanity if bicycling were just as common.

However, all follies bear the germs of self-destruction. The interpreter of human foibles can perceive that this notion will soon pass from those who have it slightly, and that the inbred nincompoops will follow the same as ever. It can be felt that there is now a condition similar to that which existed before the boom, when many men and women, hypersensitive with notions of "dignity," hesitated about learning to ride and mingling with the common crowd on the road. Many who formerly rode, but shrink from being "common," are now chafing under the self-restraint. They yearn for the fresh air and exercise and the thrill of self-accomplishment in covering distance that the bicycle brings. Soon a few brave girls and brave men will determine to have their recreation, however common it is; and then all those who know the benefits and delights of cycling will yield.

Then society will be healthier in body as well as in mind. Twaddle is not good for steady diet, but cycling is.

Bicycles and Motor Bicycles.

The manner in which Colonel Pope, at the banquet of the Transportation Club, publicly refuted the calumny so idly and so generally heaped on the bicycle was not more than was to have been expected of him, but it is more than other interested men have done on similar and other occasions. If the damaging slander was nailed whenever it was uttered, in print or out of it, the trade would be the gainer. The prominence of Chauncey M. Depew, who on the occasion in question so lightly prattled of the "extinction" of the bicycle, added weight to Colonel Pope's report.

There was one remark that Mr. Depew made in the course of his speech, however, that may well "give pause" to the trade. Tracing the demand for speed from the beginning to the present day, when he reached the bicycle he attributed its "extinction" to the fact that people "desired rapid transportation, but did not want to work for it."

While the economy and general conven-

ience of the bicycle are too remarkable to make it appear possible that it ever will be extinguished, that cycling for touring or other long distance purposes is for many individuals "too much like work," is not to be denied. There are few men and comparatively no women to whom hill climbing is not hard labor, while combating a head wind is more than hard work—it too often is absolutely exhausting.

It serves no purpose to close one's eyes to these stern and unalterable facts. We have remarked them on previous occasions, and it is because of them that we extended such a warm welcome to the motor bicycle and have been so persistent in its advocacy. It furnishes the individual rapid transit of the pedicycle and without the work, and it is this feature of it, coupled with the same comparative economy and convenience of the bicycle, that ultimately cannot fail to cause it to outnumber all other forms of conveyance, the bicycle only and possibly excepted. The same elements and advantages that contributed to the latter's almost unbounded popularity over horse drawn and motor propelled four-wheelers will work for the popularity of the motor bicycle and the motor tandem; and the latter, as we have often remarked, has been too long neglected.

When the press and public fully understand that motorcycles, of whatever form, afford also the exercise of their motorless prototypes, and afford it only when and in such proportions as the individual desires, motorcycles will "come into their own." Appreciation of this fact is gradually dawning, and with it is mounting the interest in and demand for motor bicycles. It is not to be minimized, and those motorcyclists or motorcycle manufacturers who incline to remove cranks and pedals from their machines are short sighted in the extreme, and, in our opinion, incline to the injury of their own interests. To be forced to sit as stiff and stilted as a graven image is not pleasure. The motor bicycle that compels it is akin to the horse whose stirrup straps are of unyielding steel or iron.

Worth of the Window.

Window dressing is an art which many dealers are as yet utterly ignorant of. They are not by any means confined to the little fellows who eke out a scanty existence by selling, repairing, hiring, etc. The ruling spirits of the more pretentious establishments are frequently just as great offenders.

Surprising as it may seem, there are deal-

ers who regard their show windows as a nuisance. They know that the windows are

Seasonable Ads for Agents.



*Cut No. 2.

POOR BICYCLES

had much to do with the dwindling of cycling interest.

GOOD BICYCLES,

such as we sell—the ——— and the ——— are the kind that induce "those who ride to ride the more and those to ride who never rode before." They incorporate some splendid modern refinements that we will be pleased to explain to all callers.

Don't Fill yourself with Drugs



*Cut No. 3.

Ride a bicycle. It's good for what's the matter with you. There's nothing like sunshine, fresh air, exercise and change of scene for half the ills that flesh is heir to; they constitute Nature's own cure. The ——— bicycle will carry you safely and afford exercise and change of scene in the most agreeable manner.

Ride a Bicycle.

*Electrotypes of these cuts will be supplied by THE BICYCLING WORLD at 35 cents each; a smaller size, 2 inches high, 25 cents.

built to be used, and as they have neither the inclination nor the ability to dress them properly their consciences trouble them.

These same dealers see to it that goods are displayed properly on their floors. Floor dressing is a necessity, and while here, too, the artistic sense may be lacking, utility is not lost sight of, and the salesman has at hand, conveniently arranged, the different models or other goods which he is called on to show. The plea that it is too much trouble to keep the floor in order would not be entertained for a moment; yet this plea is frequently put forth in extenuation of a slovenly, neglected window.

The truth of the matter is that the window is one of the store's advertisements, the effectiveness of which is due to the fact that when it has accomplished its purpose of attracting attention it is only necessary to open a door in order to go further into the matter of inspection or selection. The man who is going to buy a bicycle, and especially a certain make of machine, will go to the store with that purpose in view, without the aid of a window to draw him to the spot. But if he is merely thinking, in the vaguest sort of a way, of doing so the well dressed window acts as a magnet to draw him into the store.

The window is of peculiar value in the spring, when not only the new models but bicycles themselves are in the nature of novelties. The mind of the passer-by is on outdoors and outdoor sports and pastimes. The mere sight of a bicycle stirs his blood and imbues him with the desire to get astride one and hie away to the woods and the green fields. It gives him, also, an opportunity to examine the new models, to note the new features. Crowds will collect in front of an artistically arranged window and examine and comment on the machines shown; whereas if there was no display in the window, few, if any, of them would enter the store.

Properly handled, the window is an important adjunct and a valuable asset to any business.

What is a "high" or a "low" or a "medium" gear nowadays? The answers will be almost as numerous as the answerers. The rider who has been using a 96 inch, we will say, regards an 84 inch as a moderate and a 74 inch as a low gear. Another rider will look upon an 80 inch as high, while the scorcher will not designate as high anything under 100 inch. It all depends on the rider, and not the least remarkable thing about it is the extremely wide range of gears in use. This runs from 60 inch or thereabouts to well over 100 inch.

IN THE INDIAN CAMP

How the Famous Motor Bicycle is Made Ready for Market—Tests it Must Pass.

Whoever fancies that the trade in motor-cycles has not attained volume has but to visit the plant of the Hendee Mfg. Co., at Springfield, Mass., to have his mind disabused of the idea. As all the world knows, the Hendee people have not been merely

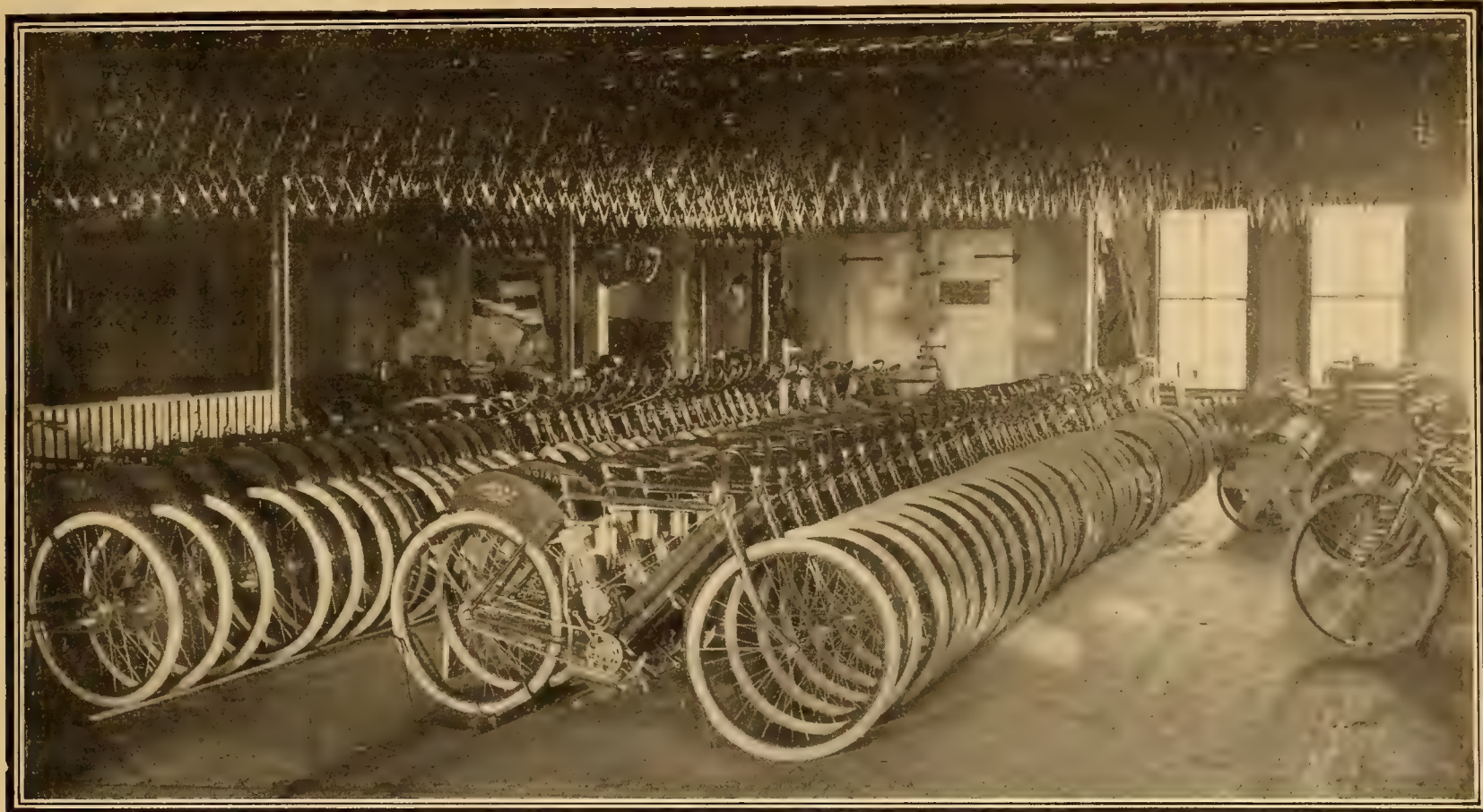
unadjusted, and are set under his personal supervision, as the setting of the carburetter is one of the most vital and important features of the entire machine. The Hendee people say that too much stress cannot be laid on the fact.

After the motors are reassembled they are enamelled and placed in the Indian frame, which is specially constructed and thoroughly tested in the testing rack, and, everything being in running order, the machines are tested on the road under Hedstrom's

supervision. Any Indian that will not climb Cross street hill, a 19 per cent grade, is again taken apart and reassembled and re-set until it surmounts the hill without difficulty and without pedalling.

After the machines have been returned to the factory after their test on the grade they are cleaned and again tested on the rack to see that everything is operating perfectly; they are then taken to the shipping room and crated.

In the machine room of the Indian plant



HENDEE STOCK ROOM, SHOWING INDIANS READY FOR SHIPMENT.

"toying" with motor bicycles or handling them in mincing or fainthearted fashion, but have thrown themselves earnestly and wholeheartedly into business. The proud position occupied by the Indian, due to its remarkable efficiency, is the natural result, and that the demand for it is keen and increasing the accompanying illustrations will serve to show. At the time the photographs were taken, two weeks since, 120 Indians were assembled and in stock awaiting shipping directions, and others were and are being made ready at the rate of six each day. During next month it is expected that the output will average fifty machines a week.

Oscar Hedstrom, to whose inventive genius the Indian and the Indian-type of motor bicycles are due, presides over the mechanical end of the Hendee plant, and, so far as the Indian itself is concerned, none is permitted to leave Springfield until it has been personally inspected by Hedstrom and received his approval.

Although of Hedstrom invention, the motors, as is generally known, are made in Aurora, Ill.; when they are received at Springfield they are entirely dismantled and reassembled throughout, according to Hedstrom's ideas. The carburetters are received



THE TOOL ROOM.

are produced "several parts which we prefer to make ourselves," in the words of Mr. Hendee. The tool room is devoted to the development of Hedstrom's improvements and newer conceptions, several of which are incorporated in the 1904 model; others are not yet ready for exploitation, the patents on them being now in the Patent Office mill. In this connection it may be said that it is doubtful if anything in the form of a bicycle is so completely protected by patents. The carburetter, intake valve and mechanical fastening, the construction and method of attaching and fastening the gasoline and oil

Across Africa on a Motor Bicycle.

Almost worthy of ranking with the ride of George A. Wyman, who last summer crossed the American continent for the Motorcycle Magazine, are two tours carried through successfully by an Englishman in South Africa. In a little over two months he covered six thousand miles on a Quadrant motor bicycle. He visited the scenes made historic by the struggles between the British and the Boers, including all of the famous battlefields.

The man who accomplished this feat is T.

eventful journey he arrived at Durban on November 23.

Mr. Silver took the precaution to get passports signed and certified by responsible officials in the various places he passed through, so that there should be no question about his wonderful performance, creditable alike to himself and the machine which carried him so well.

Motorcycle Legislation Advanced.

Howard A. French, of Baltimore, chairman of the Federation of American Motorcyclists' competition committee, who has been in charge of the movement to have motorcycles exempted from the provisions of the automobile bill now pending in the Maryland Legislature, has made splendid progress. All reference to motorcycles has been eliminated from the House bill, which has already passed the third reading. Mr. French visited Annapolis last week, and believes the measure will fare well in the Senate and become a law. The Patterson Wheelmen and the American Wheelmen, of Baltimore, have both been seconding the efforts of the F. A. M. in the matter.

The effort to similarly divorce motorcycles and automobiles in New York State has been retarded by the automobilists, who have continued to tinker the bill which they had introduced and from which motorcycles were eliminated at the demand of the F. A. M. It is believed, however, that the last amendment has now been offered, the bill having been advanced to third reading in the Senate Wednesday. Repeated delays have not helped matters, but the F. A. M. designs to bring to bear its heaviest pressure next week to assist in preventing the bill from being lost in the shuffle of the legislature's closing days, which is to be feared.

Adopts Cap That is not "Smart"

The Chicago Motorcycle Club, which set out to make smart appearance a cardinal virtue, is finding the selection of a uniform no easy matter. It has gone so far as to adopt cap and leggins. The cap is of leather, automobile style, which is so hot and heavy and Teutonic that most automobilists and motorcyclists are discarding it; the leggins are also of leather, having a steel band fastening at the side.

To Prevent Straggling on Runs.

To mitigate the evil of straggling on club runs the Chicago Motorcycle Club has hit on the idea of establishing stations or "controls" at the bicycle stores in and around Chicago, at which stops will be enforced until laggards catch up. These places of rendezvous, it is thought, will make it possible for the club to reach its destinations in a body.

Racine Exempts Motorcycles.

Racine, Wis., where the Mitchells come from, has the distinction of being the first city to specifically exempt motorcycles from the operation of the ordinance regulating automobiles. The law requires the licensing and numbering of all motor cars, and was passed by a vote of 19 to 3.



ASSEMBLING THE INDIANS.

tank, the muffler, the grip control and the speed regulating device are all patented, the patents being issued to Mr. Hedstrom and owned by George M. Hendee, license being given to the Aurora Automatic Machinery Co., under which they are producing the Thor motors and fittings.

Club Formed in Grand Rapids.

Wheelmen of Grand Rapids, Mich., met last week and organized the Grand Rapids Bicycle and Motor Cycle Club, with the following officers: President, W. B. Jarvis; secretary and treasurer, A. B. Richmond; captain, George A. Beelby; lieutenant, W. S. Daniels.

Great interest is being manifested in the new club, some thirty wheelmen being present at the meeting. Pledges of support were received from a number of old riders who stated that they would resume riding this year. A particularly active season is being planned, and another meeting is scheduled for this week.

Brockton, Mass., is now threatening to organize a motor bicycle club. A club in that city is really overdue.

Silver, a well known English cyclist. Leaving Cape Town on September 21 last, he made his way across the Hex Mountains to the Karoo desert. When nearly across he found himself stranded, with empty tanks, twenty miles from Prince Albert, and had to push on foot through deep sand. Between De Aar and Phillipstown he missed the road and, run out of water and gasoline, he had to give up, but was fortunately found by a patrolling policeman just in time.

From Phillipstown he made his way over the historic battlefields of Modder River, Magersfontein, Poplar Grove and Driefontein to Bloemfontein, and from thence by way of De Aar and Worcester back to Cape Town.

After a week in Cape Town Silver set off on a second tour. Travelling by way of Mossel Bay, he made for Durban, across the Orange River Colony, the Transvaal and the battlefields of Natal. Johannesburg was reached after many adventures, and after a welcome rest he set off on the last stage of his journey. His route took him over the battlefields of Glencoe, Dundee and Elands-laagte, and thence to Ladysmith. After an

"TEAMED" AGAINST TAYLOR

Lawson's and MacFarland's Tactics Cause Excitement—Story Graphically Told.

Melbourne, Australia, February 20, 1904.—It is likely that Lawson's career as a cycle racer in Australia is ended, as the stewards of the meeting here informed me at 2 o'clock this morning that they had unanimously decided to disqualify Lawson for twelve months for foul riding in his match with Taylor on the 18th, with, of course, the right of appeal within a few days. Reports from the hospital state that Taylor is improving.

The doings of the American triumvirate—"Major" Taylor, Floyd Macfarland and Iver Lawson—have greatly stimulated the interest in the sport here, and, owing to the great rivalry between the black and the whites, the attendance at the cycle meetings both here and in Sydney have averaged about twenty thousand.

Up to February 16 Lawson has succumbed to the negro every time they have met when Macfarland did not compete and pace him. Taylor and Lawson met in a match on February 8, over three distances, best two out of three to win. The distances were one-half mile, one mile, and one-half mile again, if necessary. Taylor won the match by winning the first two tests. In both instances the negro got a jump on his opponent, who failed to pick it up. Lawson, it is considered, in comparison with Taylor is inferior in headwork at least. It is conceded that he has plenty of speed.

The match for February 17 was over three distances—one mile, two miles and one mile, paced by single machines. Taylor and Macfarland have met in a match, the distances agreed upon being three single miles, first one paced, second one unpaced and the third to be decided on the tossing of a coin. Macfarland won the first, beating the negro by his headwork. Taylor was in the lead at the bell, when the long fellow went by on the outside. The "Major" jumped into his stride and rode abreast around the curve, when Macfarland eased just a little to "kid" his man. Taylor seemingly fell into the trap and reckoned he had the measure of his opponent. But Macfarland, on entering the straight, put in every ounce and got a slight lead which Taylor could not respond to. Macfarland had him racing the whole lap, one-fifth mile. The pacers left the track one and one-half laps to go.

The second test was a different affair. No pacers were used, but Macfarland went out and did his turn for a lap and then opened out for Taylor, who declined, and both ran wide. The pace became slower and slower, until they both grasped the outside rails and stopped. The stewards called off the men, and declared the event "no race." Taylor's tire blew out at the moment.

The event was restarted on the understand-

ing that both contestants were to pace half a lap about, which they did faithfully. Taylor was leading before the bell rang, and Macfarland let out from behind him. But the negro was agreeable to letting him go and tail in until upon entering the finishing stretch, when he jumped with his accustomed vigor. But the track beat him. At the terrific pace he came off the turn, the comparatively flat straight failed to hold him and his wheels skidded. By a dexterous movement he righted himself instantaneously and jumped again, and again he skidded. Recovering once more in a masterful manner, he made another almost superhuman effort and landed his front wheel on the line momentarily with Macfarland's. He had kicked for all he was worth and then thrown the machine forward, with the result that the judges awarded him a dead heat.

Of course, Macfarland saw nothing of that last wonderful effort of the "Major's," and reckoned the verdict should have been his. Indeed, few saw the last expiring thrust of the machine on the line save those immediately at the tape. Macfarland's body when finishing was lying forward; his long neck and head were craned outward, while Taylor's form was crouched right back and down on his machine. Macfarland's head was eight or ten inches ahead of Taylor's, but that, of course, counts for nothing. The wheels came on the line together. The majority of the people, under the circumstances, thought Macfarland had won; but it was a matter for the judges only to decide.

Macfarland took the decision with bad grace. He thought and fully believed he had won, and even Taylor did not think he had managed to reach the mark in time to save a beating. In proof of this he shook hands with Macfarland as they slowed down in the backstretch.

It is scarcely worth while to say that had the track been banked sufficiently to carry the pace Taylor would have won by a length. His sprint was a most brilliant one, and otherwise would have proved irresistible. Macfarland, however, was so much cut up over the decision that without any explanation to the officials he left the track and went home. It was bad taste, of course, for the match was unfinished, and twenty thousand had paid to see it concluded. It was an awful fiasco. In the interests of the sport and for the sake of the people who paid for admission, the consensus of opinion is that Macfarland acted unwisely. The officials were very lenient, as they could have awarded the race to Taylor. The League has ordered the principals to decide the test forthwith.

The third meeting took place on the 18th, as arranged. The weather was perfect and the air light and warm, which conditions drew the people to the number of eighteen or twenty thousand. Matters had been arranged so that the unfinished match between Macfarland and Taylor might be concluded, as well as the return match between the latter and Lawson decided. Macfarland, however, had not recovered his equanimity after

the judges' decision regarding the dead heat, and was disinclined to ride. He went so far as to obtain a physician's certificate as to his unfitness. The League of Victoria Wheelmen, which had control of the matches, and meetings as well, was sceptical, and obtained the opinions of independent medical men, who, after examination, pronounced him fit to ride for a kingdom! And, to summarize, his racing in the evening bore out their opinion. The League would not have the public disappointed at any cost.

However, the matches were not finished. In the first test with Lawson, Taylor beat him by a length and a half after a great tussle, although Lawson bored him when entering upon the backstretch. In the second event Taylor led at the bell, and, rounding the first turn, Lawson came abreast, and then forged half a wheel ahead down the backstraight. At the end of it, and entering it, Lawson again bored the negro, and with such good effect that Taylor fell heavily and was incapacitated from further racing that evening.

When Lawson next appeared he was heartily hooted, the Australian public having no interest in the color line or racial feeling. "A man's a man," whatever his color. Taylor lodged a complaint against Lawson. The umpires at the points at which he interfered with Taylor have reported adversely to him. At the time of the fall Taylor, I believe, would have beaten his man comfortably, as he had the inside position and had pulled up on Lawson's jump.

Taylor was considerably shaken, and much skin rubbed off his side. He is so raw that he cannot sit on his saddle. The public were much disappointed at Taylor being unable to again compete. This fall will probably put him hors de combat for the Adelaide (Southwest) Wheel Race Meeting, the 20th, 24th and 27th inst. It is to be hoped that he will be recovered in time for the Sydney Thousand Meeting, in March. The general opinion is that Lawson and Macfarland, by their animosity to Taylor, practically—tacitly, at any rate—admit his superiority over them.

Lawson and McFarland Coming Home.

For some time the question as to whether or not Iver Lawson and Floyd McFarland would give battle to Frank L. Kramer this summer has been an unsettled one, the general understanding being that the pair would remain in the West even if they returned to this country. A letter from McFarland received this week by the Pope Mfg. Co. states, however, that he and Lawson will be on hand when the sprinting circuit opens up, and they hope to have an opportunity to meet some European riders at the St. Louis Exposition races in August.

The races which were scheduled for last Sunday at Jack Prince's track at Jacksonville, Fla., were postponed on account of rain.

Polson Meets Defeat in Armory.

W. F. Polson, of the Ramblers' Bicycle Club, of Buffalo, was twice defeated in the games of the 74th Regiment, which were held in the regiment's armory on Saturday, March 19. His successful opponents were both members of the regiment, Whitelock winning the one-mile open and Reilly annexing the two-mile handicap from the 40-yard mark. Whitelock won the open event by superior sprinting, but Polson might have accounted for the handicap but for the teamwork of Reilly and Whitelock.

The summaries:

One-mile, open, two in each heat and third in fastest heat to qualify.

First heat—Won by W. W. Whitelock, 74th Regiment A. A.; R. J. Hoover, R. B. C., second; A. T. Bateson, Central Y. M. C. A., third. Time, 2:27 3-5. Also ran: L. Reilly, 74th Regiment A. A.; C. McCracken, Woodbine W. C.; John Jordan, Ardells; Joseph Nagel, R. B. C.; Scratched: R. S. Lewis, R. B. C.; Val Jehle, 65th Regiment A. A.

Second heat—Won by M. S. Orr, 74th Regiment A. A.; C. A. Sliker, Ardells, second; A. W. Holmes, Ardells, third. Time, 2:27. Also ran: C. B. Hoyt, 74th Regiment A. A.; F. Schudt, R. B. C.; H. Indermauer, unattached; G. Schue, Cleodoras; J. A. Gittere, German Y. M. C. A.; Alfred Mercer, 65th Regiment A. A. Scratched: Ed Moral, unattached.

Third heat—Won by W. F. Polson, R. B. C.; Adam Fischer, W. W. C., second; W. H. Reilly, 74th Regiment A. A., third. Time, 2:23 3-5. Also ran: John Schaaf, 74th Regiment A. A.; W. W. Baumann, W. W. C.; W. O'Day and J. S. Baker, R. B. C.; A. H. Hopkins, B. R. C. C.; G. J. Youpng, C. A. C.

Final heat—Won by W. W. Whitelock, 74th Regiment A. A.; W. F. Polson, Ramblers' B. C., second; W. H. Reilly, 74th Regiment A. A., third. Time, 2:26. Also ran: R. J. Hoover, R. B. C.; M. S. Orr, 74th Regiment A. A.; C. A. Sliker, Ardells; Adam Fischer, W. W. C.

Two-mile handicap; three in each heat to qualify for final.

First heat—Won by G. J. Young, C. A. G. (140 yards); John Jordan, Ardells (130 yards), second; Gurney Schue, Cleodoras (80 yards), third; A. H. Hopkins, B. R. C. C. (60 yards), fourth. Time, 4:51 1-5. Also ran: R. T. Hoover, R. B. C.; M. S. Orr, 74th Regiment A. A.; C. A. McCracken, W. W. C.; John S. Baker, R. B. C. Scratched: R. S. Lewis, R. B. C.; Ed Moral, unattached.

Second heat—Won by W. H. Reilly, 74th Regiment A. A. (40 yards); Adam Fischer, W. W. C. (60 yards), second; A. W. Holmes, Ardells (60 yards), third; W. Baumann, W. W. C. (80 yards), fourth. Time, 4:56. Also ran: F. Schudt, R. B. C.; A. T. Bateson, C. Y. M. C. A.; Alfred Mercer, 65th Regiment A. A.; John Schaaf, 74th Regiment A. A.; H. Indermauer, unattached.

Third heat—Won by W. F. Polson, Ramblers' B. C. (scratch); C. B. Hoyt, 74th Regiment A. A. (70 yards), second; W. W. Whitelock, 74th Regiment A. A. (scratch), third;

W. O'Day, R. B. C. (70 yards), fourth. Time, 4:29. Also ran: C. A. Sliker, Ardells; L. Reilly, 74th Regiment A. A.; Joseph Nagel, R. B. C.; J. R. Gittere, German Y. M. C. A. Scratched: Val Jehle, 65th Regiment A. A.

Final heat—Won by W. H. Reilly, 74th Regiment A. A.; W. F. Polson, Ramblers' B. C., second; W. W. Whitelock, 74th Regiment A. A., third. Time, 4:56. Also ran: G. J. Young, C. A. C.; John Jordan, Ardells; Gurney Schue, Cleodoras; Adam Fischer, W. W. C.; A. W. Holmes, Ardells; C. B. Hoyt, 74th Regiment A. A.

C. R. C. A. Announces Fixtures.

On Sunday, April 24, the Long Island District of the Century Road Club Association will hold the one and two mile club championship races of the district at Valley Stream, open to members only. The point system will be used in these races, giving five points to the winner, three to second, two to third and one to fourth, the greatest number of points to decide the winner. There will be four races in the series, the other two to be at five and ten miles, the dates for which have not been settled. Then there will be a ten-mile race to decide the championship of the entire association.

In spite of the fact that winter clings on, the riders of the Long Island district of the C. R. C. A. are rolling up mileage and centuries very fast. Thus far this year the members of this district have ridden over ten thousand miles. The standing of the mileage and century competition is as follows: First, Dr. A. C. Griffin; second, F. Graf; third, H. Kampe; fourth, A. G. Carrier; fifth, L. V. D. Hardenbergh; sixth, A. Waller; seventh, A. Lewin, and eighth, J. Jensen.

The annual spring century of the C. R. C. A. will be held on Sunday, May 15, the start being at Bedford Rest. The run will be conducted jointly by the Eastern and Long Island districts of the Century Road Club Association.

Glasson Resigned to his Fate.

George Glasson, of Newark, who was the star of the Bay View Wheelmen racing team last season, was both surprised and grieved when he read in the March 12 issue of the *Bicycling World* that he would be numbered among the professionals if he did any cycle racing this year. He did not expect to be turned out of the amateur fold, and had started riding on the road in preparation for the annual Irvington-Millburn road race, which is promoted by the club of which he is a member.

After an interview with President Batchelder of the N. C. A., Glasson became somewhat more resigned to his fate, and will accept the inevitable with the best grace possible under the circumstances. He will soon begin training at the Vailsburg track with Kramer, Tom Butler and Newkirk, and hopes to become a member of one of the teams which will be engaged to follow the sprinting circuit the coming season.

Walthour Writes of his Work Abroad.

"Bobby" Walthour, the American pace following cycle racer, now in France, and who won his first race of the season at Paris the other day, writes in a private letter to a New York friend that he expects to win the majority of his races there. His assiduity in training is a constant source of wonder to the Frenchmen. Walthour writes in part as follows:

"I arrived here on Monday morning at 8 o'clock, and by 10 o'clock I was training. These Frenchmen could not understand why I should get to work so quickly, but I told them I had come over to clean them up and not to see Paris, for, as far as Paris is concerned, give me good old Georgia, and I am hungry to see the good red hills again. I am riding fine and feeling good. The track which we will race on is six laps and a little over, and narrow. I am following 'Death Dealer,' and can follow as fast as it can go, so you see I am riding some. These fellows will all use larger machines than I, but you know I can get away quick, and that is where I figure to beat them, for, once in front, there is nothing to it but the money.

"I expect to win from these fellows easily, for I am riding faster than I ever did before, and to go miles on this track, mind you, for six laps at 1:03, is easy. I can go as fast as the motor can carry me. Of course, we have wind shields on, but Gussie Lawson cannot shake me with all power turned on. I am up early in the morning and training twice a day, and go to bed at night with the chickens. These Frenchmen do not understand why it is I am not out for a good time, but I tell them I am out for the money and to win instead."

United Clubs' Opening Run.

On Sunday, April 17, the United Cycle Clubs of Greater New York will hold a joint run to Grant City, Staten Island. This run will start from the Park Plaza, Flatbush avenue entrance to Prospect Park, Brooklyn, at 10:30 a. m., and will proceed thence to the Staten Island ferry, to St. George, Staten Island; to Richmond County Boulevard, to Grant City, Speedway Inn, where dinner will be served. During the afternoon there will be a five-mile race in one-mile heats, with five prizes. About four hundred cyclists are expected to be in line, representing the following clubs: Canarsie Wheelmen, Century Road Club Association, Monitor Cycle Club, Penn-Glenn Wheelmen, Brower Wheelmen, Eastern District Turner Cycle Club and the Sutton Wheelmen.

Tigers First Race, May 1.

The Tiger Wheelmen of New York will open their road racing season with an open race on May 1. The course will be from Bedford Rest to Valley Stream, L. I., and return. A large and handsome prize list is assured, and nearly all the fast men in the locality intend to start. Entries may be sent to the committee at 424 Seventh avenue, New York City.

ROSEHUES IN ROCHESTER

Local Dealers Join in Encouraging Expression and Expect Favorable Season.

Bicycle dealers of Rochester, N. Y., joined forces with the automobile agents, and last Monday night a cycle and automobile show was opened at Fitzhugh Hall, in that city, to run for this week. Beginning on Monday, March 28, the members of the Rochester Bicycle Dealers' Association will hold formal openings at their stores for several days. The windows and stores will be decorated with ferns and potted plants and palms, and souvenirs will be given to visitors. Some of the stores will also have music in the evenings. Before the cycle show opened a local newspaper asked the different dealers what they thought of the prospects for the cycle business in the coming season. The men interviewed all expressed themselves as much pleased with the outlook for 1904, and displayed a most optimistic spirit. Some of their comments were:

"There is a feeling, backed up by orders," said G. L. Miner, president of the Rochester Bicycle Dealers' Association, "that the bicycle is coming into favor again in a manner that cannot be contradicted. There is a revival of interest in bicycle riding, not alone for business, but for pleasure, all along the line. The trade is in better hands, generally speaking, and the product is of a higher excellence than ever before.

"The so-called junk has disappeared, and high grade wheels are in demand. While the riding season this spring will not open until later than usual, six weeks possibly, because of the weather, when it does come, it will be seen at once that bicycle riding has resumed its place among the popular sports or pastimes of the people."

Mr. Miner likewise asserted that the motorcycle is growing in popularity and will keep pace with the automobile trade. Motorcycles this year are being put up in better shape, and are recognized as having reached a perfection in mechanism that gives them reliability.

"We are getting telephone calls every day from customers who have taken their bicycles out of the attic and want them put in shape for riding this summer," said Henry C. Jacobs, of No. 103 Franklin street. "Wheels that have been relegated to some convenient place for two years are being dusted off by the owners, who intend to ride them this year, while orders for new stock are coming in in a way that is encouraging. Prospective buyers are asking to see our new models, while our repair shop is crowded with wheels. We have received a wheel for repairs that has not been ridden for the last three years, and was covered with cobwebs and dust. It all goes to show that bicycling is coming into favor again."

"From present indications, I think the coming season promises to be a most prosperous

one," said A. M. Zimbrich. "I base this opinion on the increased demand and from the fact that the manufacturers and dealers are doing much to promote the business along all lines. I have been in the bicycle business for ten years, and have watched the bicycle ascend and then descend, but it is again in the ascendant. A strong and healthy growth, not a spasmodic one."

"Not only are there many new bicycle riders for the season of 1904, but old riders are returning to the fold," said Charles W. Bergener, of the Apex Wheel Co. "An important step to be taken soon by the Rochester Bicycle Dealers' Association is the formation of a local division of the Century Road Club Association, which is doing much to increase the use of the bicycle for pleasure and awakening general interest in wheeling through-



NEW YORK BRANCH 214-216 WEST 47TH STREET.

out the country. This association offers to donate a gold badge for the first race held in the city on either track or road, and one for a race each month. Ladies are eligible to membership, and this would bring about the old club runs that in years past were so agreeable. Prizes will also be offered for 50 and 100 mile runs.

"The business outlook for the season is good. People are talking more and buying more than for the last three years. Many people who have never ridden are considering the purchasing of wheels, and bicycling for pleasure will again come to the front. Old riders are buying new wheels, and last year's riders are changing their mounts for the perfected 1904 model."

"Rochester people were among the first to take up bicycling," said George W. Johnson, "and they have, as a rule, kept it up. The miles of excellent sidepaths about the city and the fine pavements within its boundaries afford opportunities for bicycle owners that are not enjoyed by riders in other places.

"While orders have been coming in for some time past, all that we need is a little

warm weather to open up a trade that promises to surpass that of several years. There is a tendency, I find, among purchasers to select higher frames; they are tired of having the handle bars sticking up from the head, and they want a frame that will fit them."

"It is the general opinion of bicycle dealers that the season of 1904 is going to be a prosperous one," remarked E. S. Bartlett. "The wheel is here to stay, and the sales of bicycles have reached a business basis. The days of fads are passed. The wheel is recognized as a means of quick transportation between all places. People who own bicycles would not part with them for three times their worth if they could not purchase another. In regard to the automobile, I do not think that it can ever take the place of the bicycle with the average person on account of the cost.

"A spell of warm weather, if it ever puts in its appearance and cleans pavements, will wake things up in our business," said C. A. Streebling. "The lack of interest in wheeling last year and the year before can be ascribed in large part to the rainy, cold weather that prevailed, and not wholly to a disposition on the part of the public to give up bicycle riding."

Mr. Streebling has been in the bicycle business fifteen years, and is therefore able to size up conditions as they are. He is confident that bicycling will take on new life this year, providing the weather man is kind enough to turn the cold weather valve back in time.

The Pierce bicycle has been sold in Rochester for many years, and it is being sold now by Frank H. Smith, of No. 6 Front street. "'Ride a Pierce and be content,' is a saying that is not made up of empty words," said Mr. Smith in discussing the trade prospects. "It has been a seller ever since it was put on the market, and if there is anything in signs, it will be ridden by hosts of new converts this year."

The coming summer will see many new riders, in Mr. Smith's opinion, while many who gave up wheeling for a time are getting the fever again. Improved highways have much to do toward reviving the interest in bicycling, as they afford people the chance of enjoying routes bordered by farm homes and which intersects villages. Sidepaths are isolated at certain points where they do not follow highways, but smooth, hard country roads offer all of the advantages of the sidepath as to comfort in riding, and at the same time offer shelter in case of storm and refreshment in case of fatigue.

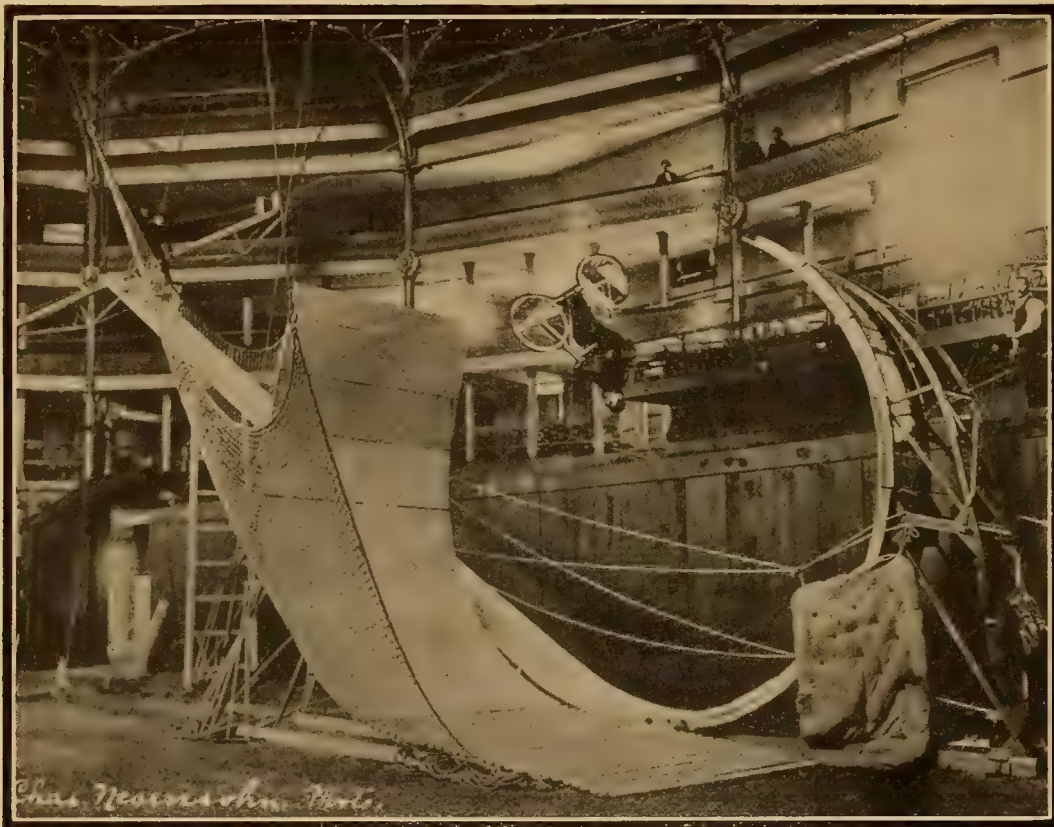
A. J. Deninger is talking bicycles in a way that shows his confidence in a revival of their popularity this year. "The season may be a trifle late this year," said Mr. Deninger, "for bicycles, but our order book shows that the people are going to be ready to take advantage of the wheeling when it comes.

"Judging from the inquiries that we have received and the orders taken by us to date, there is going to be a surprising revival of wheeling this summer," said Mr. Jund, of Jund & Pierson. "People seem disposed to pay fair prices, but they want reliable wheels."

TWO THRILLING FEATS

"Death Defying" Acts Awheel That Form Features of the Up-to-Date Circus.

More thrilling than any of their predecessors are the two new bicycle acts which are part of the performance now being presented at Madison Square Garden by Barnum & Bailey's circus. The acts, in the high flown phraseology of the circus press agent, have



been called "Volo, the Volitant, cycling the aerial arch," and "Ancilotti, the Aerial, looping the gap."

A good idea of Volo's act can be obtained from the accompanying illustration. He climbs to a platform about forty-five feet from the ground, coasts down a plank 3 feet wide and 80 feet long set at an angle of 45 degrees, and then shoots through the air for about forty feet and alights on another platform seven feet high, from which he coasts down to the surface of the ground. The first incline has a black stripe painted down the middle to guide Volo in his rapid descent, and the very heavy bicycle is fitted with stirrups instead of pedals and cranks.

The rider is projected through the air by means of a ride of ten feet in the bottom of the first incline. Just before he alights the front wheel of his machine is much higher in the air than the rear one, and if the machine were to strike the landing platform at an angle the rider would be thrown and seriously injured. To the knack of making both wheels strike the platform at the same time is the secret of the success of the performance. Volo, who in private life is Dr. C. B. Clark, of Kansas City, explains it as follows:

"Just before I reach a point directly over the landing stage I seem to hang suspended for an instant. My bicycle is pointing up-

ward, and then I duck my head. This slight motion is enough to throw the machine forward, and by the time I strike the landing place both tires are nearly on the same level."

When the public refused to be startled any more by watching riders "loop the loop," the new act of "looping the gap" was devised. It is performed on the same principle as the old act, but is far more dangerous. As can be seen in the illustration, the entire top of the "loop" is removed, and it would seem

tance travelled through the air is about twenty-three feet, and after landing "Ancilotti" rides down onto the floor, as in the old-time loop. While Ancillotti was practising the act, before the circus opened, he did not get a long enough start and fell when he struck the opposite side of the loop. Luckily he was wearing a belt attached to a pulley in the roof, or he would have been seriously injured. During the performance he discards the belt and has no protection at all.

To Promote Real Amateurism.

Bicycles as prizes for amateurs were barred some time ago by the League of New Zealand Wheelmen, but at a later meeting of the Council of the League the rule was rescinded. A new ruling was made that an amateur must, after selecting his trophy, have it engraved by the secretary of the body promoting the meeting, and under no circumstances is the competitor to receive it unless it is so engraved.

The rules were also changed to provide that in future no amateur shall be allowed to compete in the cash section until twelve months from the date of his last appearance on the track as an amateur, and that any amateur who wilfully breaks his status must be suspended for at least eighteen months.

Taylor to Race in England.

Major Taylor will be one of the competitors in the sprinting events for the world's championship which are to be run at the Crystal Palace track in London next summer. Victor Breyer, manager of the Buffalo Velodrome in Paris, has received a letter which Taylor wrote from Australia, in



as if the rider would be thrown up into the air, but the force of gravity is enough to bring "Ancilotti, the Aerial," against the upright part of the loop on the other side from where he begins his aerial flight. The dis-

which the latter states his intention of trying for the prizes at the meet in London. All of the races will be decided on week days, so that Taylor's refusal to race on Sunday will not interfere with his appearance.

GREAT WESTERN AWAKENS

Unexpected Offering of Prizes to Help Road Racing—Applies to Five States.

It is now certain that the good work done by a few in agitating the subject of a revival of holiday road races all over the country has had its effect, and that there is going to be a big crop of them on Decoration Day. Once the fever is started it will grow with what it feeds upon. The Memorial Day races will create a lot of rivalries between riders. The men who finish second, third, fourth, and so on, down to the twentieth, will want to have another try at the winners, and those who fall and do not finish, but are sure they would have won if they had not fallen, will be eager to enter for a Fourth of July race.

Promoting the Decoration Day races will not be very difficult, but it is the work to be done after they are over that is most important to the tradesmen promoters. This work consists of fanning the rivalries created by the first road races, seeing to it that the local press gets the news and gossip of the awakened interest, and bringing out new prospective champions and stirring up fresh rivalries and keeping things roused up generally while arranging for the Fourth of July and Labor Day races.

"Keeping everlastingly at it" is what is going to bring the big results.

Meanwhile the call for support from manufacturers is bringing responses from unexpected quarters. The Great Western Mfg. Co., of La Porte, Ind., even has come forward with an offer of some of its product, and as the offer of this concern is not of one bicycle, but several, it emphasizes how some quiescent people have been stirred. The Great Western Co. offers a Crown bicycle for the first one to promote a road race of twenty-five paid entries in Indiana; it offers an Adlake bicycle for the prize for an Indiana one-mile championship race to be run at a State meet during the summer; it offers also Crown bicycles for first prizes for the first road race to be held in each of the States of Wisconsin, Illinois and Michigan; and it offers also a Crown bicycle as first prize for the first road race held in the State of Massachusetts.

Preparing for Irvington-Millburn.

Arrangements for the Irvington-Millburn race are gradually being concluded by the Bay View Wheelmen. They have secured the necessary permission to run the race from the Board of Freeholders, and their applications are now on file with the different township committees who are interested. No difficulty is expected from those quarters, and the race will doubtless be run. The committee in charge consists of Messrs. Percy Johnston, Captain Robert Wright, William Cavanagh, William Ruoff and Fred Keim. An interesting feature of this year's preparations will be weekly runs over the course for the benefit of novices. Captain Wright has about fifteen of the younger members in active training.

Death of "Quilla" Rich.

A once notable figure in the cycling world passed away almost unnoticed early this month, when Aquilla B. Rich died. His death occurred at Stowe, N. H., on March 4, hemorrhage of the brain being the cause, after an illness of considerable duration. The funeral took place at Stowe on March 7, and was attended by a small delegation of Boston wheelmen headed by the veteran A. D. Peck.

"Quilla" Rich, as he was universally called, was a giant on the racetrack, both on the high wheel and the safety. He was a New Yorker and of good family. In the middle 80s he was at the top of his form, ranking with such men as W. A. Rowe, G. M. Hendee, F. F. Ives and the Canadian crack Fred Forster. He retired about 1887 or 1888, but with the advent of the pneumatic tired safety he made his reappearance. Unlike most of the old-timers whom the revival of racing brought into the field again, Rich almost regained his old position. He ranked only slightly below the then leaders, Zimmerman and Windle, and for several years competed with success at all the big meets.

Rich was a beautiful rider, his style and action being almost perfect. He was essentially a sprinter, and, like Zimmerman, at his best when matched against a picked field.

In 1901 or 1902 Rich entered the trade, being connected with the Banker & Campbell Co., which afterward smashed so badly. Subsequently he formed the firm of Aquilla B. Rich & Co., which dealt in imported machines.

Denver Road Race Revived.

Plans are practically completed for a monster bicycle road race in Denver on May 30. It will be a revival of the old Memorial Day event, which formerly was such a feature of the year in Colorado. The race will be twenty-five miles' distance—twelve and a half miles out on the Brighton road and back.

The Denver dealers will have charge of the race. J. A. Payment is the leader in the movement, and has already secured an attractive list of prizes.

One of the returns to old customs will be that of hiring a special train to accompany the riders. The railroad tracks and the road for the race are practically parallel, and it is expected several hundred people will view the race in this manner.

Grand Rapids to Hold Road Race.

At Grand Rapids, Mich., the Dealers' and Repairmen's Association is stirring things up in style, and has already got the press interested so that the news of "something doing" will be spread. A big road race is to be run there on Decoration Day, under the auspices of the Grand Rapids Bicycle and Motorcycle Club, backed by the Dealers' and Repairmen's Association. These promoters of Grand Rapids have the right idea, and are going to give their doings publicity, and in colors, by putting out lithographed bill posters in various parts of the State.

MICHAEL'S SAD PASSING

Once Public Idol Goes Home Sick and "Busted"—Not Apt to Race Again.

Jimmy Michael, accompanied by his younger brother, Willie, has returned to his home, at Aberaman, Wales, and it is likely the little wonder's career is at an end; there is small chance that he will ever again appear on a track astride a bicycle. He left here, sick and "dead broke," to settle up the affairs of a recently deceased relative, he being one of the heirs to the estate.

Michael and his brother went to Jacksonville, Fla., some time ago to start training for the outdoor racing season. But Michael did not evince much desire for the rigors of training, and instead employed much of his time in enjoying himself. He was thrown in a race at Berlin last year, landing on his head, and has never quite recovered from the resulting injuries. He had to be taken to a hospital at the time, and for weeks both his life and his reason were despaired of, but finally he partially recovered and was sent to his home in Wales.

He and his brother were brought to this country last November with the foreign riders who competed in the six day race at Madison Square Garden. Michael trained with the foreigners at the Manhattan Beach track, and his erratic conduct gave his trainers much trouble. He was receiving daily treatment from a New York physician, who said a clot of blood had formed on his brain as a result of the accident at Berlin. The physician said that if Michael led a quiet life, exercised regularly and ceased dissipation he would in time recover the full use of his mental and physical faculties; otherwise his case is hopeless.

After his races during the six day contest Michael became careless in his habits and began to imagine that all of his former friends and associates were conspiring against him. He made many very ridiculous charges against prominent people, and would often forget what he had said fifteen minutes after making some vehement assertion. When he went to Jacksonville the novelty seemed to keep him at work for a short time, but he soon lost interest in training. He had spent all of his money before sailing for home, and secured transportation for himself and brother through the kindness of Tom Eck, his one-time trainer.

Road Race in Salt Lake.

Salt Lake City is assured of at least one bicycle race this year, the annual Memorial Day road race. This event, which has proved so popular with the amateur class of riders, promises to be fully as successful this season as in the past. Hugh Rippetto, a well known local cyclist, has consented to promote the race this year, and has the support of all the leading cycle dealers in the undertaking.

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HARMONY IN ST. LOUIS

How It was Brought About and why a Repair Tariff was not Adopted.

Editor of The Bicycling World:

The article on Page 689 of your issue of March 12, "Competitors Not Enemies," is very much appreciated by the writer, and I believe by other local dealers. We have many dealers in St. Louis, large and small, good, bad and indifferent, and I believe we follow the main idea of this article very closely.

There was a time not so very long ago when some dealers would not speak to one another, but in a few short months this has changed. The dealers got together with the object of forming a trade association, and over a sociable cigar buried the hatchet. The trade organization was duly formed. One of the local jobbers pledged his support unconditionally. One refused any kind of support, and even refused his good wishes, as near as we could tell. The third jobber promised conditional support, but when the boys got together and talked it thoroughly over it appeared that it would be impracticable to form an organization with a set price and set rules. For these reasons: a dealer in the fashionable district transacts business with a fairly well-to-do class of people. They do not object to paying 50 cents for a puncture and other prices corresponding. Another dealer is located in the residence district where there are a majority of factory employes, etc., who earn small wages, and who would raise the roof off any bicycle store that tried to obtain more than 25 cents for fixing a puncture.

The latter dealer's rent is low, his store contains no expensive fixtures, he carries a smaller stock, and his stock is composed of low priced goods; consequently, he has a much smaller investment to make a legitimate profit on, and can afford to fix punctures, or at least thinks he can, for 25 cents.

The dealer in the fashionable district has a large rent, colored porters, expensive fixtures, electric lights, fans, etc., together with a stock of expensive merchandise. He cannot afford to fix punctures for 25 cents, and it appears to be the policy of local dealers to allow each man to run his business in his own way, and to use his own discretion in the matter of prices.

The dealers all recognize the fact that they cannot make money by running a cut price store, consequently all prices are as high as is consistent with the class of merchandise and trade handled.

We now have an organization, which is called together upon notification, to talk over any new ideas or to band together to fight any new danger to our mutual business interests, and we have found that the scheme works very well.

It was a pleasant sight to see a good many competing dealers decide to visit the Chi-

cago show in a body, which they did, traveling on the same train and smoking each other's cigars. The spirit of good fellowship is plainly visible as several of the older dealers are noticed telling their less experienced brothers how to increase their business and how to avoid trouble. We have all arrived at the conclusion that there is business enough for us all, and when the dealers get to fighting the riders get the profits and the Sheriff gets the dealers.

We sometimes fight each other very hard through the newspapers, but on Sunday we go riding together with the motorcycle club just the same. Business is business, but there is no reason why business should effect the personal feeling of one dealer toward another in their private life.

HARRY R. GEER, St. Louis, Mo.

Future of the Bicycle.

Within fifteen years the safety, with its pneumatic tire, has swept the world with the rage of a fad, but it is not a fad. It is as permanent and as serviceable to humanity as was the steel carriage spring, the sewing machine or the electric car. Ping pong was a fad, but baseball and football are games with an eternal principle. The bicycle will be the joy of the road one hundred years from to-day, because it meets the necessities of man, says the Journal of Education in an article on "The Bicycle's Future."

A fad never has perfecting amendments. It is created as good as any one desires it to be. It fills every desire and then fades. It is a fad because it fades. Not so with the bicycle. It is an evolution, from the tricycle, cycle—with big and little wheel—safety, small hard rubber tire, large hard rubber tire, pneumatic tire, automatic brake, chainless, and changeable gear. No fad ever went through such a record. Every invention has been to improve it for service. There has been none for curiosity, none merely for style.

There has been but one setback, and that came with cheap wheels, looking well, but working and wearing wretchedly. It is an experience which the buggies had. There were four or five years, some time ago, when the country was simply flooded with \$40 buggies, which after one season strewn the country with wrecks like tin cans about a mining camp; and the very name "buggy" was sad, but immediately the legitimate and valuable vehicle returned to remain the popular light carriage forever.

So was it and is it with the bicycle, much to the joy of woman, to whom it means more than to any others. It is not expensive to buy or keep in order; she can easily care for it herself; and as to health, pleasure and comfort, nothing has been suggested with a tenth part of the spirit and tonic of the wheel.

To the woman teacher it is an especial blessing. It is the maximum of rest, pleasure, comfort, health, at minimum of cost. It would be an outrage were it possible to rule out of common and abundant use this necessity and luxury combined. It will be to the shame of the teachers if they do not magnify the use of the bicycle.

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ERIE, PA.

The Week's Patents.

754,436. Ball Bearing. Tyrrell H. Duncombe, St. Thomas, Canada. Filed December 19, 1902. Serial No. 135,912. (No model.)

Claim.—1. In a ball bearing, a retaining ring formed in one piece, said retaining ring having a series of openings forming a series of projections, there being passages in said projections between said openings, anti-friction balls in said openings, and anti-friction spacing rollers in said passages, substantially as specified.

754,587. Bicycle Gearing. Hyla F. Maynes,

Corning, N. Y. Filed October 6, 1903. Serial No. 175,934. (No model.)

Claim.—1. In bicycle gearing, the combination with a wheel hub and a stationary axle therefor, of a driving sleeve rotatably mounted between the axle and the hub, said sleeve composed of two parts, one telescoped upon the other, and provided with a key locking the two parts together against relative rotation, but permitting relative longitudinal movement, one portion of said sleeve at one end supporting a power transmitting member, and the other portion of said sleeve at the other end carrying a gear.

754,645. Pneumatic Tire. Joseph Dupont, West Derry, N. H. Filed September 4, 1903. Serial No. 171,922. (No model.)

Claim.—As a new article of manufacture, a tire comprising an outer tube, and an inner tube of reduced diameter, a plurality of transverse diaphragms dividing the space between said tubes into a plurality of annular compartments, longitudinally disposed webs dividing said annularly disposed compartments into smaller compartments, and valves which may open communication from said smaller compartments to said inner tube.



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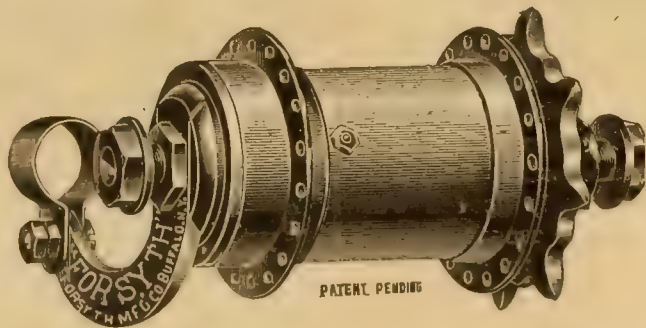
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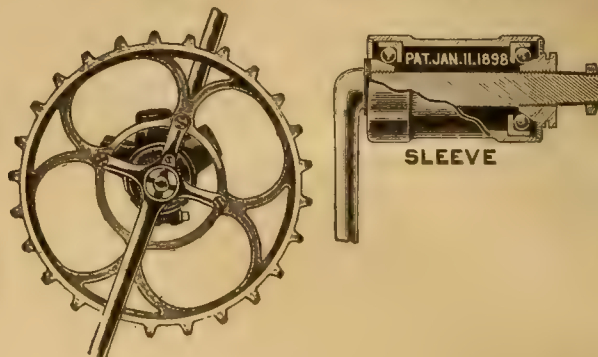
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